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BIRTHS.

On the June 30, at Oldenburg, Germany, the wife of E. RUEHRSTRAT, I. M. Customs, of a daughter.

On the July 26, at "Taikoo," Tientsin, the wife of G. T. EDKINS, of a son.

MARRIAGES.

STEWART: AGNEW.—On the 4th July, at Rougham Parish Church, near Bury St. Edmunds, by the Rev. B. S. Feyer, HINTON ARTHUR STEWART, second son of Hinton D. Stewart, Esq., of 21, Camsfield-road, London, S.W., and Stratgarry, Blair Atholl, N.B., to DOROTHY, daughter of George W. Agnew, Esq., M.P., of Rougham Hall, Bury St. Edmunds.

On the 25th July, 1906, at Bombay, Lieut. HENRY MOULAND, Royal Indian Marine, only son of the late Capt. Sir Henry Moulard, Indian Navy, to LILLIAN, only daughter of W. J. Crighton, Esq., of Whalley Range, Manchester.

DEATHS.

On the July 28, at Ardoch, Kuling, ALICE, third daughter of the late James Johnston, Banker, Dumfries, Scotland.

On the 3rd instant, at the Shanghai General Hospital, LEONILDA, wife of Mr. A. Hahn, of Hongkong.

Died at the Peak Hospital, on the 10th Aug., 1906, SAUL ANDULLA JOSEPH, aged 56, deeply regretted.

Shanghai and Indian papers please copy.

The Hongkong Telegraph
MAIL SUPPLEMENT,
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, AUGUST 11, 1906.

A SANITARY EXPERIMENT.

(6th August.)

Some time ago we referred to a proposal which had been made by the Municipal Commissioners of Singapore to undertake the removal of night-soil and deposit it where it would prove least harmful to the community. With the object of finding out how the system was likely to work, it was suggested that an experiment should be carried out within a restricted area, and if found satisfactory the entire city would afterwards be included in the scheme. The idea seemed excellent as compared with the present system whereby each householder is responsible for the removal of his night-soil, and is compelled to make the best arrangements possible with the coolies who hire themselves out for that duty. Under municipal management, it would be impossible

for careless residents to allow foetid matter to accumulate on their premises, and people would have the guarantee that the city was made sweet and clean every morning. The experiment, we remarked, would be watched with much interest in Hongkong because the question of the removal of night-soil is of as much importance in this Colony as in the south. Obviously, it is extremely desirable that the authorities should control the cleansing of the city and the disposal of the night-soil instead of leaving such matters in the hands of private individuals. In highly civilised centres the municipality might safely trust to the sense of the people to see that the household refuse was periodically removed, but where there is a large shifting population whose sense of the value of cleanliness is not too highly developed and who are inclined to risk the danger of disease rather than expend a trifling sum in securing the service of night-soil coolies, it is the duty of the city authorities to undertake the work by the creation of a special department, such as exists in every city of any size or pretension in western countries. The experiment proposed in Singapore was therefore of more than passing interest, and if there were any who failed to appreciate the scheme, they were content to await the result of the experiment before declaring their objections to it. But the proposal has been killed before it has been acted upon, and that by no less a person than Professor Simpson, the sanitary expert who is to reform the health conditions of Singapore. Professor Simpson wrote to the Colonial Secretary remarking

that he had ascertained from careful inspection of houses in Singapore that night-soil is removed daily from houses in the more crowded and central districts of the town and that removal is effected at a cost of from 25 cts. to 50 cts. a month, whilst at a number of factories where there are a large number of latrines the charge is 70 cts. The cost of collection on alternate days was estimated at \$20,000 per annum independent of the cost of disposal at sea, and this was to be for one of the smallest sanitary districts covering a few acres which, when compared with the portions of the town which would have to be ultimately served, is not a twentieth part. In his opinion if it were not too late the scheme should be postponed and the existing system continued under strict supervision until it was decided what system should be adopted for the whole town. The President of the Singapore Municipality explained to the Commissioners, who looked as if they felt inclined to disregard Professor Simpson's advice, that the letter from Government was practically a "command to stop" the continuance of the scheme. He personally regretted receiving the letter as a means putting the hands of the clock back three years or so and going on with the old method of disposing of garden. The *Singapore Free Press* remarked sarcastically that "It is a compliment to call the present private collection a system: paid for privately, arranged privately with irresponsible Chinese coolies, at whose mercy the whole town might be placed, in case of a strike, disposed of haphazard, and only kept from being extremely offensive by police regulations. The layman can as easily criticise the system as Professor Simpson can destructively criticise the attempt at a system devised by the city Engineer. What the community wants, however, is constructive criticism. If the pali system will not answer, is the Professor prepared to recommend a system of water closets and underground drainage, with a sewage outfall at a distance from the town? Will he recommend the sewage to the soil, or to the sea?" It is indeed unfortunate that the scheme should have been blighted in the bud, and it is hardly conceivable how a sanitary authority should condemn any attempt to improve the conditions of the city. It may be that the *amour propre* of the great health expert was wounded by the suggestion that the Municipal Commissioners could have sanitary ideas which had not been submitted to the inspection of his highness. At all events he has given the scheme a set back. Whether he will devise anything more satisfactory remains to be seen. Now that we in Hongkong are deprived of the lesson which would have been furnished by Singapore there is no reason why the idea should not be taken up by our sanitary authorities, for we assume that the majority of people would support the Board if it seriously proposed to undertake the removal and disposal of the night-soil.

THE TRAM-WRECKERS.

Much satisfaction will be felt by a large number of residents in Hongkong, and especially by that large section of the community which makes use of the tram-cars, when it is learned that one of the gang responsible for the numerous attempts made recently to derail the cars has been caught red-handed at his nefarious and rascally work. We now discover that at least one of the perpetrators of these outrages is a youth of 14 years, and a sampan boy at that. When case after case was reported of iron bolts being found wedged into the rails we naturally thought that some class, whose income was affected by the running of the cars, had decided to revenge themselves by inspiring travellers with terror lest they be injured or killed as the result of the tram-wreckers' efforts. But what object can a sampan "man" hope to attain by wrecking the cars? The deed savours of lunacy more than anything else. One would not be surprised to find that the person who was accused to-day before the Magistrate at the Police Court is not quite right in his mind; that he is, in fact, a monomaniac. No sane individual would go on

day after day laying traps for the tram-cars; the knowledge that the police were on his track would deter him from risking his liberty. In some countries the accused would have stood little chance of ever reaching the goal: precincts after being caught laying obstructions on the car lines. He would have been lynched on the spot, and possibly there would have been few who would have pitied the victim although they might have deplored the act. But here we are law-abiding and imbued with a keen sense of the majesty of the law. The accused was taken before the magistrate, and what happened then? He was ordered to receive a whipping at the hands of his parents. Does anybody pretend to believe that the punishment fits the crime? The scamp had endangered the lives of half those living at West Point. He had done so not once or twice but repeatedly. If he had not been the actual culprit on each occasion it is safe to assume that he had a guilty knowledge of what was being done. True, he is only 14 years of age, but sampan people of 14 years have the wisdom of the serpent. They are reared in a rough school and have to fend for themselves from childhood; there is little they do not know. They have a full sense of their responsibility. A whipping to such people is like an extra breakfast in the morning. Supposing that the accused charged to-day is the member of a gang of hooligans banded together to damage the cars, is a whipping likely to give them a wholesome fear of the consequences of continuing their dastardly practices? Hardly. The Magistrate, we fear, was unduly lenient and the young rogue may congratulate himself that he did not come up for sentence before a tribunal of tram-car patrons, for he would have rued the day that he commenced to obstruct the lines. However, there is some consolation in the fact that the police have managed to bring one offender to book. It may lead to the demoralisation of the gang, but we trust that no effort will be relaxed to discover any others who may be concerned in the attempt to derail the cars. Such projects against life and property must be stamped out so that people may travel by the cars in perfect safety. The next person accused of being implicated as a tram-wrecker will, we venture to hope, receive a lesson from the Magistrate which will last him through life and strike fear into the hearts of his compatriots.

SUGAR REFINING INDUSTRY.

(7th August.)

The gloomy forecast, which the chairman of the China Sugar Refining Co., I.d., had to hold out to the meeting of shareholders last March, had considerably damped the enthusiasm of a large number of investors in the stocks of what must be considered the leading industry of the Colony. The setting aside of eight hundred thousand dollars to provide for forward commitments in view of an adverse market, was a contingency such as none had expected but which had given cause for considerable alarm in the earlier months of the year. That the provision was called for the then outlook of the sugar market of the world justified the extreme step as a financial measure of precaution. The layman can as easily criticise the system as Professor Simpson can destructively criticise the attempt at a system devised by the city Engineer. What the community wants, however, is constructive criticism. If the pali system will not answer, is the Professor prepared to recommend a system of water closets and underground drainage, with a sewage outfall at a distance from the town? Will he recommend the sewage to the soil, or to the sea?" It is indeed unfortunate that the scheme should have been blighted in the bud, and it is hardly conceivable how a sanitary authority should condemn any attempt to improve the conditions of the city. It may be that the *amour propre* of the great health expert was wounded by the suggestion that the Municipal Commissioners could have sanitary ideas which had not been submitted to the inspection of his highness. At all events he has given the scheme a set back. Whether he will devise anything more satisfactory remains to be seen. Now that we in Hongkong are deprived of the lesson which would have been furnished by Singapore there is no reason why the idea should not be taken up by our sanitary authorities, for we assume that the majority of people would support the Board if it seriously proposed to undertake the removal and disposal of the night-soil.

motion to appoint a committee to investigate the report and accounts. The speaker thought it strange that the company, which for many years had earned such large profits, should have lost so heavily in six months. The motion was followed by an animated debate, and finally the Chairman suggested that the meeting be adjourned at 8 p.m., and in the meantime that the accounts be carefully examined by shareholders before approval. This suggestion was adopted. It has been stated that Japanese competition in the sugar trade must be reckoned with in the same way as in other branches of commerce. To appreciate the determination our allies intend to exercise in order not to be left behind in the race for commercial supremacy, we need only cite the fact that the Dairi Sugar Refining Company has decided to increase the capital by Y1,000,000, as also has the Osaka Refining Company. It is reported that the Osaka Company is to establish a branch in Formosa. A refining company is being floated in Yokohama with a capital of Y2,500,000, and the shares are now on the market. A proposal is on foot among capitalists of Osaka and Tokio to establish a refinery in Formosa with a capital of Y1,000,000, and the project is of enormous magnitude none can deny, but it should be difficult, if not impossible, for Singapore to raise out of its ordinary revenue the sums required for interest and sinking fund, it is equally certain.

Governor had stated that if the price paid for Tanjong Pagar should prove exorbitant the Colony might have to wait before carrying out other improvements and would have to look out for new sources of revenue. That was the situation now upon them. Who is going to make good the interest on this loan now to be raised? It must fall upon the revenues of the Colony. To preserve the trade of Tanjong Pagar and the improvement of the Singapore river are necessary. After another speaker had described the present as a crisis in the history of Singapore, the original resolution was put to the meeting, and carried with but two dissenting votes. It was also agreed that the Committee of the Singapore branch of the Straits Settlements Association be requested to convey to His Excellency the Governor the terms of the motion carried at that meeting. It is hardly conceivable that the Straits Government, will stultify itself to the extent of withdrawing from the ambitious schemes into which it had committed the Colony. That they are projects of enormous magnitude none can deny, but it should be difficult, if not impossible, for Singapore to raise out of its ordinary revenue the sums required for interest and sinking fund, it is equally certain.

THE OPIUM REVENUE.

(9th August.)

The prospects of the revenue of the Colony under the head of Opium Farm being maintained at present figures, when the new grant is allotted, have already been stated to be anything but reassuring. Indeed, it may be expected that, from a number of causes, the Colony cannot hope to be offered anything except a notable reduction in the price for the exclusive privilege of dealing in opium within the Colony and its dependencies for the next triennial term. The prices obtained for the various farms in the Straits Settlements have, in the past, furnished an indication of what Hongkong might be led to expect for the same monopoly during a like currency of the licence here. The tenders for the triennial period of the Opium and Liquors Farms in the Straits, commencing January 1, 1907, were opened at the Colonial Secretariat at Singapore on the 2nd inst. From the *Singapore Free Press* it is learnt that three tenders were received by Government, for the Singapore Opium and Spirit Farms, viz.

Chop Sin Chin Ho Bee (present) Farm Singapore \$295,000
Mr. Chia Chen Eok 245,000
Mr. Chea Chew Ewe 235,000
The present tender is \$305,000, being a decrease of \$70,000 per month. The offers are for the combined farms, however. Simply for the opium licence the amount tendered is \$240,000 and for the Spirits \$55,000. The revenue in the Singapore Estimates for the current year works out to give the following.

	Present Licence.	Future Licence.	Diminishing per Annum.
Singapore Opium	\$35,000	\$20,000	\$40,000
Singapore Spirits	\$60,000	\$55,000	
Malacca Opium	\$26,000	\$20,000	
Malacca Spirits	\$6,000	\$5,000	

The reduction is an appreciable one. Singapore will have to do without \$1,572,000 annually, in the next three years' revenue. Malacca shows an advance of \$48,000 per annum, but Singapore and Penang together mark an annual decrease of \$1,620,000; result, \$1,572,000 less than hitherto. The proportion in the fall for Singapore alone represents 15.79 per cent. in the principal source of revenue. Applying the same ratio of reduction to Hongkong the Colony might be prepared to be offered, in round figures, \$1,430,000 against the \$1,700,000 now paid by the Farmers. The monthly difference to the Colonial revenue should then be one of \$27,

JAPANESE NAVAL PROGRAMME.

IMPORTANT ADDITIONS
CONTEMPLATED.

4 CRUISERS AND 2 BATTLESHIPS.

[From Our Own Correspondent.]

Shanghai, 10th August,
2.20 p.m.

Important additions to the Japanese Navy are contemplated.

A project is now before the Army and Navy Reorganisation Council whereby it is proposed to strengthen the Imperial Navy.

The additions proposed are: four fast cruisers of the *Asahi* type and two battleships of 8,000 tons each.

CHINA SUGAR'S TRADE MARKS.

LAWYER'S COSTS.

On the 21st ultimo, Mr. F. A. Hazelnd delivered judgment in favour of the China Sugar Refining Co., Ltd., in the action they brought against the managing-partner of the Fung Fa Long firm, of No. 275, Des Voeux Road Central, for applying a false trademark to certain bags of sugar, which resembled that of the complainants'. It will be remembered that the defendant firm was fined \$100, and costs were entered against them. Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon, who prosecuted, said the costs would amount to \$500. Mr. R. A. Harling, the defendant's lawyer, requested the Court to tax the costs.

His Worship directed the lawyer for the complainant firm to serve Mr. Harding with his bill and should the latter fail to meet the bill, both parties were to attend Court on a later date when his Worship would fix the costs.

That the defendant firm consider the costs far too high, and that they had no intention of meeting the bill even since judgment was delivered, was evidenced, when both parties appeared before Mr. F. A. Hazelnd, at the Police Court, this afternoon, to ask him to fix the costs. Mr. F. B. Dracan, representing Messrs. Deacon, Looker and Deacon.

The bill of costs received by the defendant firm, we understand, amounted to \$67.30.

The hearing, which was held in camera, was argued at some length by the lawyers, after which the Court fixed costs at \$157.60.

CLAIM FOR INTEREST.

A SICK DEFENDANT.

In summary jurisdiction this morning, his Honour Mr. A. G. Wise, Puisne Judge presiding, Lam Yat sued Au Kung Sing, an aged and apparently infirm Chinaman, wearing a long grey beard, for recovery of the sum of \$337.50, being nine months' interest due on a mortgage of certain property for \$2,500, which sum was advanced to defendant by plaintiff. Plaintiff stated that the interest had been paid regularly up to October of last year, when payments ceased, and though he repeatedly applied to defendant for payment, he was as repeatedly put off, upon various pretexts. He produced the deed of mortgage. Defendant, who was scarcely able to walk, was called, and the mortgage was shown to him, when he acknowledged his signature thereto, and then said, in a quivering voice, "I owe the money, and if I don't pay he is at liberty to sell the property—why does he not do so?"

His Honour: Quite so; he has that right; but in this case he does not want to do so; he evidently prefers to sue for his interest, he can, if he likes, foreclose; he has every right, etc.

Defendant: Then will your Lordship ask the plaintiff to be very lenient with me? I am an old man, and have been very sick for a long time, and the interest is a burden altogether too heavy for me—ask him to be very lenient.

His Honour: You knew what the interest was when you signed the mortgage. I am very sorry for you, but there must be judgment with costs for the plaintiff.

Defendant (pathetically): May I not pay by instalments, my Lord?

His Honour: You must arrange that with the plaintiff. You had better ask him.

Plaintiff: I am not willing to accept instalments. I want my money in full at once.

SALES BY AUCTION.

GOODS UNPAID FOR.

At the Supreme Court this morning, in Summary Jurisdiction, his Honour Mr. A. G. Wise, Puisne Judge, presiding, Messrs. Hughes and Hough, auctioneers, sued L. Costa for the recovery of the sum of \$349.75 due for goods sold at auction, and taken delivery of by the defendant from the plaintiff, without payment being made. Mr. Hughes, of the plaintiff firm, proved the debt, showing that the goods had been bought by defendant at auction on various dates since November last, and though repeated application had been made for payment of the amount due, no notice was taken of their application.

Defendant did not appear, and judgment was given for plaintiffs with costs.

CLAIM FOR GOODS SOLD.

AMAH OR MISTRESS?

Before his Honour Mr. A. G. Wise, Puisne Judge, presiding in the Summary Court, this morning, Li Ping, master of the Tung Wan piece-goods shop, sued Leung Kee for recovery of the sum of \$21.8 being the value of goods sold and delivered by the plaintiff to defendant. Plaintiff produced his books in which were the entries of goods sold to Leung Kee, as mistress of a brothel. Defendant denied the debt, and stated that she was only the amah, not the mistress.

His Honour: Oh, yes; the same old story. When an action is brought the mistress becomes the amah for the time, and then when it is over the amah becomes the mistress again. Did you receive these goods?

Defendant: Yes, for the mistress.

His Honour: Judgment for plaintiff with costs.

ROBBERY ON A JUNK.

ONE MAN ARRESTED.

Wong Lin Tai, a fisherman, nineteen years of age, of fishing junk No. 16,504H, appeared this morning, before Mr. F. A. Hazelnd, at the instance of Inspector Langley, at the Police Court, charged with committing robbery on board a junk near Cheng I Island, on the 6th instant. The junk (No. 2,285) which accused was alleged to have robbed was anchored off the shore at the time. It was reported defend-

ant and another rowed up to the stern of the boat in a dinghy, climbed on board, and attacked the occupants—two women—straight away. Then they searched the boat and stole a gold finger-ring and a pair of silver ear-rings, which they removed from the ears of one of the women. The woman, who had just got over their scare, gave an alarm, and the robbers, lived in the sea, swam to their dinghy, and got safely away. The following day, accused was caught. The case was remanded.

HONGKONG MANUFACTURED RIFLES.

GUN SHOP MASTER, PROSECUTED.

In sing, a dealer in arms, of No. 326, Queen's Road Central, was arrested last evening in his shop, by virtue of a warrant, sworn out by Detective-Sergeant Grant, and removed to the Central Police Station, where he was entered on the charge sheet, and later released on bail to the sum of \$1,000 to ensure his presence at the Police Court on the following day. This morning, Ip Sing appeared before Mr. F. A. Hazelnd, charged with submitting a false return to the Captain Superintendent of Police. The accused denied the charge.

The accused, who has been convicted before, for other offences, was alleged to have been selling good rifles and replacing them with bogus guns—that is to say, guns made on the premises, with a piece of metal piping for a barrel.

On hearing that defendant had engaged a solicitor to defend his case, his Worship adjourned the case until Tuesday next. Bail \$1,000.

ALLEGED THEFT OF A DIAMOND EAR-RING.

YOUTHFUL HOUSE-BOY CHARGED.

When fourteen-year-old Lam Pang, a house-boy, employed at No. 12, Chancery Lane, walked into a pawnbroker's shop on No. 72, Hollywood Road, yesterday, and threw a \$70 diamond ear-ring on the counter, at the same time asking the pawnbroker what he would give for it, the man behind the counter became very suspicious. The pawnbroker called the youth into the shop, where he was severely questioned.

The youth, in answer to the questions, replied that he picked it up outside the door in the gutter, but the pawnbroker had his doubts, and asked Lam to take him to his master. The pawnbroker was taken to a house—whether it was the right one or not he could not say—but the youth's employer could not be found. On the way back to the pawnshop he left the lad and the diamond ear-ring in charge of the police. The lad was again questioned and he gave the address of another person, whom he said saw him "find" the ear-ring. That person, who turned out to be a house-cook employed at Castle Road, was sought after and subsequently also charged. The police went later to No. 12, Chancery Lane and found the boy's master, who recognised the ear-ring as his property. He informed the police that he lost it some days ago, but could not say where, and was certain that the youth charged did not know that he possessed such a gem.

The boy and the house-cook were charged before Mr. H. J. Gompertz this morning with being in unlawful possession of the ear-ring, and attempting to pawn the same. The first defendant master gave evidence to the effect that he carried the ear-ring in the breast pocket of his long-coat, and was of opinion that in getting out his key to open the street door of his house the ear-ring must have dropped out, and later been picked up by his "boy." His Worship was of the same opinion, and bound the accused over in the sum of \$100 each to be of good behaviour for three months.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

PO ICE SALARIES.

To the EDITOR OF THE "HONGKONG TELEGRAPH". Sir,—Whilst, in the precincts of the Police Court yesterday I managed to overhear what I can say a very good cause for complaint. There were several policemen conversing over the high rate of exchange. It was stated by one man that when he came to Hongkong he received \$105 per month; now after three years' service although he had got a £10 a year rise he only received \$1 per month or \$10 less.

They still had to pay the same for the necessities of life, and that they found that their scanty supply of dollars was insufficient to meet their needs, and that a part of their next month's wages was mortgaged. I think that the pay of our police is a very poor one. Young men are enticed out from their homes on the offer of £100 a year; that sounds a lot. But when the men arrive here they find that the few dollars they get will not meet their requirements and do not wish to remain in the force, as for example there are at the present time as many as four or five men either resigned or applying to be transferred to other departments as the money they get is insufficient. There is no likelihood of knowing when the dollar will fall. I should suggest that the Government of Hongkong could well spend a few hours in seeing into this little matter and in the near future pay the peace army, of our Colony a substantial wage and make our police force second to none in the Far East.—Yours,

etc.,

AN ADMIRER OF POLICE.

Hongkong, 7th August, 1906.

LOCAL STOCKS.

In spite of indifferent trade, several local stocks stood higher at the end than at the commencement of the year. Hongkong Chinese dealers, owing to the speculation of 1904, which had the natural result of making it difficult for these dealers to get money with which to carry on their business in 1905. The Right Reverend Bishop Domenico Pozzani succeeded the late lamented Bishop Piazzoli as head of the Roman Catholic Church, and was consecrated on the 1st October. Commodore H. P. Williams took over the charge of the naval dockyard from Rear-Admiral C. G. Dickens on 29th September, 1905. Sir Paul Chater, K.C.M.G., resigned his appointment on the Legislative Council after serving on it for 18 years, and has been succeeded by Mr. H. E. Pollock, K.C., as representative of the ratemakers. In the Colonial Service Mr. (now Sir) Francis Wiggett, formerly Procurator-General in Mauritius, arrived on the 23rd May to succeed Sir William Meigh Goodman as Chief Justice; and since August 1st Mr. T. Sercombe Smith has ably acted in the appointment of Colonial Secretary, temporarily vacated by Mr. F. H. May, C.M.G., who proceeded on leave on that date.

INDUSTRIES.

The maintenance of existing and the creation of new industrial undertakings, are becoming a matter of very great importance to the Colony, therefore as it is by serious competition from other places in some of its principal sources of wealth in the past. A satisfactory feature of the year was, therefore, the initiation of arrangements to start one such new enter-

prise in the New Territories; a flour mill on a large scale is in course of construction at a favourable site in Junk Bay, and is to be combined with an extensive farm for the rearing of pigs on the refuse material. Serious attempts to prospect for metals in those Territories were also put in hand during the year. If these prove the existence of minerals in quantities that will pay for their extraction, the future development of the Territories will be greatly assisted.

KOWLOON-CANTON RAILWAY.

Various projects that have been mooted for the construction of railways to ports on the mainland of South China have maintained and enhanced the desire of Hongkong to have as possible a trunk line through that country with a terminus in the Colony.

On the 6th October, with the approval of His Majesty's Government and under sanction of an imperial decree, the Government of Hongkong, lent and the Viceroy of the Hukwong Provinces borrowed a sum of £1,100,000 repayable in ten annual instalments. The security for the loan was the opium revenue of Hukwong, Hunan, and Kwangtung, and the interest on it 4% per cent., payable half yearly. The money was advanced to Hongkong by the Crown Agents at Bank rates, then 4 per cent., and on being paid over to the Chinese Ambassador at Washington, was at once utilised to redeem the Canton-Hankow railway concession from the various persons who had acquired interests in it from the original concessionaires. With the object of raising a loan to repay the Crown Agents' advance, and at the same time to provide funds for the British section of the Canton-Kowloon railway, a loan to meet other railway debts that might arise, an Ordinance (No. 11 of 1905) was passed on the 16th October to empower the Governor to raise, as occasion required, loans not exceeding two million pounds in all. No loan was however raised before the end of the year.

Throughout the year attempts were being made in conjunction with His Majesty's Minister at Peking to get the Chinese authorities, and particularly the Viceroy of the Liang Kwang Provinces, to negotiate arrangements for the construction and subsequent working of the Chinese section of the proposed Canton-Kowloon railway on the basis of Loan and Joint Working Agreements which had been drafted by the British and Chinese Corporation in consultation with the Colonial Office in London. These attempts had not succeeded at the close of the year.

In the meantime, however, the Hongkong Government, with the approval of the Legislative Council, expressed at a meeting on the 21st September, decided that the British section of the line should be put in hand without waiting for the conclusion of the negotiations with regard to the Chinese section. By that date a preliminary survey and estimate of alternative routes had been completed by Mr. J. C. Bruce, an engineer, who had been sent from England for the purpose and had arrived in the Colony on the 16th June, and a route 21½ miles in length, which passed through the Kowloon hills by a low-level tunnel, 2,462 yards long along the west shore of Tide Cove, and south shore of Tolo Harbour, and by the villages of Tai Po, Ha'Wai, Fan Ling, and Sheung Shui near the entrance. The servant at once informed the constable on duty, and requested him to release the young man. They captured the kidnapper, named Wong A Wah, and brought him to the police station for punishment. The police sent for the priest of the temple and, having carefully examined him, ascertained that prisoner was the kidnapper; he was duly punished. The servant returned home, accompanied by his young master, to the great joy of the people of the house.

HIGH SCHOOL FOR LADIES.

A number of Chinese ladies propose to establish at Kam Lung Street, in the western suburb of Canton, a high school for lady teachers. The school is to be named the Yik Kwan Lady Teachers' School. The rules and regulations of this school have not yet been made known to the public.

A CRUEL BANNERMAN.

A coolie named Ah Choi happened to be passing along the street at Hung Nam Fong, near the city, west of Canton yesterday. Accidentally he pushed a bannerman aside on the street, whereupon the latter struck the coolie on the head with a carrying pole and wounded him, blood streaming from the wound. A policeman witnessed the assault and took both men up to the police station. It is not known whether the coolie succumbed to his injuries, but it is hoped the offender will be adequately punished for the cruel assault.

NEW TERRITORIES.

The introduction of the new rent roll to take the place of the rough one on which rents had previously been collected in the New Territories, and at the same time of the new scale of rents, produced several petitions from the village elders and some hesitancy to pay rents due. Regulations for the collection of rents in the New Territories made in September and re-enacted with slight modifications at the end of November, enabled these difficulties to be got over, and the payment of considerable sums for work on the railway bank doubtless assisted in getting in arrears shortly after the end of the year. Fears entertained at one time that the second crop of rice would suffer from want of rain were fortunately not realised, and the New Territories remained prosperous and on the whole quiet throughout the year.

PERSONAL.

In conclusion, I would refer to a few changes in personnel that occurred in the Colony in 1905. The Right Reverend Bishop Domenico Pozzani succeeded the late lamented Bishop Piazzoli as head of the Roman Catholic Church, and was consecrated on the 1st October. Commodore H. P. Williams took over the charge of the naval dockyard from Rear-Admiral C. G. Dickens on 29th September, 1905. Sir Paul Chater, K.C.M.G., resigned his appointment on the Legislative Council after serving on it for 18 years, and has been succeeded by Mr. H. E. Pollock, K.C., as representative of the ratemakers. In the Colonial Service Mr. (now Sir) Francis Wiggett, formerly Procurator-General in Mauritius, arrived on the 23rd May to succeed Sir William Meigh Goodman as Chief Justice; and since August 1st Mr. T. Sercombe Smith has ably acted in the appointment of Colonial Secretary, temporarily vacated by Mr. F. H. May, C.M.G., who proceeded on leave on that date.

A NIVERSARY OF FUNG HA WAI'S DEATH.

In the city of Sun Wui, on the 6th instant, the members of the Hung Sing Debating Society met to celebrate the anniversary of the death of Fung Ha Wai, the boycott martyr.

Canton, 9th August, 1906.

THE CANTON MILITARY COLLEGE.

The Canton military college has issued a notice stating that an examination will be held on the 1st inst., to select military students. Those who wish to present themselves must each bring a photo, as well as the requisites of entry. It is reported that it is the desire of the college to select most of the students from the lower modern schools.

INSPECTOR OF THE TREASURY.

Mr. Wong Kin Yen, who has studied in U.S.A. for a period of several years, has been appointed by Viceroy Shum to the position of Inspector of the Treasury of San Hau Che on Canton.

SCHOOL FOR DETECTIVES.

The school for detectives in this city will hold an examination in a few days' time, for the purpose of selecting students for that department. The school issued a notice stating that those who desire to present themselves have the liberty of applying for admission to the Magistrate of the place to which they belong. The different Magistrates will forward the lists of names to the school before the date of examination. There is no doubt that there will be a large entry for this examination.

JOHORE OPUM AND SPIRIT FARMS.

Mr. Khoo Hun Yeang \$100,000
A. W. Cashin 77,500
Lim Ah Sians 77,000
Kho Ju Chow 75,000

The present tender in Johore is \$55,000, so there is an increase of \$1,000 per month in the new highest tender. Mr. Kho Ju Chow is the present farmer in Johore.—*Straits Times*.

WATER RETURN.

Level and Storage of Water in Reservoirs on the 1st August.

	LEVEL	WATER
Tytam...	4' 5" below	11' 0" below
Byewash...	23' 4" below	19' 2" below
Pokfulum...	0' 0" level</	

FUN FOR THE SAILOR.

WHERE THE SCRIBE TRIPS.

6th inst.
To landsmen, unable to distinguish errors, it perhaps matters little, but to the seafarer, either retired or active, the shipping columns of almost all newspapers are a source of unfailing mirth, tempered with the scars of the expert. Except where a professional happens to be employed, it almost invariably happens that the puzzled reporter, bewildered by technical terms and phrases, "falls in" to a more or less dreadful extent. Nor, of course, could anything else be expected of the average layman for whose feet lie such an abundance of pitfalls in every direction. Barring, perhaps, a very few American newspapers and those which make a specialty of shipping news, the daily Press of the world may, in this respect, be said to have tarried with the same brush, says the *Evening News*. Quite recently a great and famous London journal announced that a vessel had been towed into Falmouth with the ron of everything aloft, but her "three mainmasts." Another English contemporary, describing a wreck for this particular column, tells its readers that, "close-reft, without a stitch of canvas, the doomed ship was swept towards the dreadred lee shore." This last extract is, however, rather too glaring an example to be taken as a fair illustration of what all who live in the glass house of shipping reports and maritime news generally can achieve when their evil genius incites them to attempt higher flight than usual. And actually there is little harm done when the young man from "the office," after his hurried interview with the skipper of the "fame duck," writes next morning that "her fore and main shrouds were torn to ribbons by the fury of the gale; great seas coming over the starboard bow swept the poor deck fore and aft; while, to add to the confusions, her foretopmast-royal, with yards and gear attached, snapped off like a carrot, and fell crashing to the quarter-deck." Nevertheless, it is perhaps just as advisable to avoid being laughed at, if only by an inconsiderable and unflinching portion of the community. And this can only be done by steering carefully clear of all the technicalities that lie in wait for the unwary. If a vessel has lost some spars or sails it might be as well to simply say so. The moment an endeavour is made to particularise, then the fun—for the sailor—begins. It is so hideously easy to go wrong and mix things up among a ship's gear and furniture; to confound a foretopmast staysail with a fore staysail, a main upper topsail with a gaff topsail, and so forth, ad infinitum. Still, there seems to the majority of those whose duty it is to chronicle the common incidents and misadventures of sea-borne trade, an irresistible fascination to use terms and phrases of whose significance they are only partially seized. And this curious desire to claim acquaintance with what must, except to those who have been through the mill, ever prove stumbling blocks of the most insurmountable description, is the cause of bringing so many writers to grief. Steam has, to a certain extent, simplified the work of the shipping journalist. But even here he too often goes looking for trouble, and because he cannot go aloft for misfortune, he descends into the engine-room in search of it, finding plenty. Tail-shafts, thrust-blocks, slide-valves, crank pins, and cross-heads are every whit as replete with peril for the venturesome writer as are topgallant yards, top-mast crosstrees, or futtock shrouds.

THE JAPAN SUGAR REFINING COMPANY.

VERNACULAR PRESS COMMENT.

The difference between the Board of Directors and the shareholders of the Japan Sugar Refining Company, of Osaka, is awakening public attention, as it involves the important question of the standing of Japanese business companies. The *Osaka Asahi* observes that the point in dispute is not the trifle it may seem. The company is one of the three most important sugar-refining companies in Japan, standing with the Tokyo Sugar Refining Company and the Dairi establishment. The *Osaka* journal points out that, while the Tokio and Dairi firms have cleared a good profit for the half-year just ended, the *Osaka* company lost heavily—over Yen 200,000. It is natural that the shareholders should begin to feel some doubts as to the good management of the company. At the general meeting on the 25th instant a shareholder moved that a committee be appointed to examine the accounts of the company, and the motion obtained hearty support. This is practically a vote of no confidence in the Board of Directors. The meeting was adjourned for a fortnight to allow the shareholders to thoroughly examine the accounts, and meanwhile the indignation of the shareholders is growing stronger.

In conclusion, the *Asahi* advises the Board of Directors to resign without delay if they are unable to do better business, and advises the shareholders to make concessions and settle the difference, if any extenuating circumstances are found in favour of the Board.

THE SINGAPORE SENSATION.

TEXT OF THE CHARGES.

On Saturday, 28th July, Mr. O. F. Odell, liquidator of the engineering firm of Hogan & Co., swore an information before Mr. Nathan for the arrest of Mr. Henry C. Hogan, Managing Director of the firm, and the Magistrate granted a warrant against the accused on a charge of cheating.

The warrant was placed in the hands of Sergeant McLean for execution and the accused was arrested in Mirbau-yd and in the afternoon brought before Mr. Colman when the following charges were formally alleged against him:—That you being the managing director of Hogan & Co., to wit, by falsely stating in the prospectus of Hogan & Co., that the profits of the former Company were \$17,014.65 and thereby deceived one St. Vincent B. Down and dishonestly induced him to take shares in the said Company to the amount of \$7,000, and thereby committed an offence punishable under Sec. 420 of the Penal Code.

2. That you did cheat, to wit, by falsely stating in the balance sheet of Hogan & Co. of Dec. 31, 1904, that the assets of the Company in the Hongkong and Shanghai Bank were \$3,735.45 and thereby deceived the said St. V. B. Down and dishonestly induced him to consent to the retention of his property, to wit, \$7,000 and thus committed an offence punishable under Sec. 417 of the Penal Code.

3. That you did cheat by falsely stating in the balance sheet that the value of the plant of the Company was \$78,700.04 and thereby deceived the said St. V. B. Down and dishonestly induced him to consent to the retention of his property, to wit, \$7,000, an offence punishable under Sec. 417 of the Penal Code.

Mr. Hogan expressed his ability to find the bailiffs by Mr. Nathan—\$30,000—and later in the afternoon was bailed out by Towky, son of Messrs. Kim Hin and Coy of Market-st. The case has been remanded till Saturday next, but further postponements will certainly be required before the cases for both sides can be prepared.

SANITARY BOARD.

7th inst.
The fortnightly meeting of the Sanitary Board was held in the Board room this afternoon, the usual members being present, when the following was the business transacted.

NEW WESTERN MARKET.

The following letter from the Hon. the Colonial Secretary, regarding the completion of the New Market for the Western district, was read:—

Colonial Secretary's Office,

22nd July, 1906.

Sir,—I am directed to inform you, that the information of the Sanitary Board, that the New Western Market has been completed, and has been established by His Excellency the Governor-in-Council as a New Market. A notification to that effect was published in the *Government Gazette* on the 21st July, 1906—I have, etc.

(Sd.) T. SERCOMBE SMITH,
Colonial Secretary.

GOVERNMENT OR RAT DESTRUCTION.

The following letter from Government, relative to the sulphur dioxide as applied to the destruction of rats, and in disinfection on ship-board, was read:—

Colonial Secretary's Office,

7th July, 1906.

Sir,—I am directed to inform you, that the information of the Sanitary Board, that the New Western Market has been completed, and has been established by His Excellency the Governor-in-Council as a New Market. A notification to that effect was published in the *Government Gazette* on the 21st July, 1906—I have, etc.

(Sd.) T. SERCOMBE SMITH,
Colonial Secretary.

[Enclosures.]

Downing Street,

11th June, 1906.

Sir,—I have the honour to transmit, for the information of the Sanitary Board, a copy of a general despatch, with enclosures in original, from the Secretary of State for the Colonies on the subject of experiments on sulphur dioxide as applied to the destruction of rats, and disinfection on ship-board.—I have, etc.

(Sd.) T. SERCOMBE SMITH,
Colonial Secretary.

The Secretary, Sanitary Board.

[Enclosures.]

NEW CATHOLIC CEMETERY.

An application was submitted by His Lordship Bishop Pozzani, for a grant of land on the north side of the harbour for a new Catholic cemetery, as in many of the villages there are Catholic Chinese, and also Portuguese, and their number is yearly increasing, and under present conditions funeral expenses are very great.

Mr. Shelton Hooper minuted: I certainly think

in view of the large and increasing population

of Kowloon that cemeteries should be provided for Protestants and Roman Catholics.

Hon. Mr. E. A. Hewitt minuted: As stated

on a former occasion I consider that a site

should be set aside for cemeteries for all non-

Chinese communities.

THE WATER SUPPLY.

The Government Analyst submitted a report

on samples of water taken from various wells

in the City and in Kowloon, all of which he

found of excellent quality.

Colonial Secretary's Office,

20th July, 1906.

Sir,—I have the honour to acknowledge receipt of your letter No. 15, dated 12th inst., submitting resolutions adopted by the majority of the Sanitary Board. With regard to the first of these resolutions, I am directed to inform you that His Excellency is satisfied that the work done by the Sanitary Staff, under the Building Authority, is in connection with the sanitary condition of buildings, and is such as falls within the duties of Sanitary Inspectors in England. It has been suggested to His Excellency that section 230 of the Public Health and Buildings Ordinance, with which we had read section 21 of the Amending Ordinance of the same year, should be amended so as to authorize the Sanitary Board to deal directly, in respect of all buildings which are or have been applied for domestic purposes, with certain matters now dealt with by notice or letter from the Secretary, "prior to the Building Authority." This suggestion will receive consideration when the Ordinance comes to be amended. In the meantime His Excellency does not consider it would be convenient or advisable to split up the salaries of certain officers between the votes for two departments; an arrangement, moreover, which would effect no saving to the public. With regard to the second suggestion, His Excellency, after consultation with the Principal Civil Medical Officer and Registrar-General, has directed the insertion in the estimates of an item of \$2,000 as a "Grant-in-aid of Chinese Plague Hospital," the grant to be made on the condition that these hospitals are under similar Government supervision as the Tung Wa Hospital, and that the amount actually to be paid from it will not exceed the expenditure incurred on the hospitals.—I have, etc.

(Sd.) T. SERCOMBE SMITH,
Colonial Secretary.

[Enclosures.]

NEW PIER SITES.

7th inst.

At the offices of the Public Works Department this afternoon the rights of erecting and maintaining two temporary Piers over Crown Foreshore were sold by public auction. The first was the right with regard to the Crown Foreshore in front of Waterloo Road, Yaumati, the Pier there to be 75 feet, by 13 feet, the term the year, and the upset price \$250.

This right was sold to a man who

had been engaged in the construction of

the Clayton Gas being heavier than air might easily be retained at a high percentage for many hours in the compartments of ships. It did not follow, however, that this method would be equally successful in Chinese tenement houses. It took nearly two days to close up Government Houses when they fumigated it in 1903, and he considered it would be practically impossible to close Chinese tenement houses, so as to render them sufficiently gas-tight to get results comparable to those mentioned in the report. Moreover, rats cannot escape from a ship when boats are battened down and ventilators closed. With Chinese tenement houses, with hollow walls, and ceilings, it is absurd to think that the rats would not have a means of escape into the numerous retaining walls and soft decomposed granite on which the city is built. It was necessary to consider the question of disinfecting Chinese tenement houses, and which floors should be disinfected first—the top or the bottom. All floors of the houses cannot be done at once, unless holes are cut in the floors, similar to hatches on board ship, the stair-cases not being a sufficient means of filling the upper storeys from below upwards. Experiments on board ship afford no help, as the conditions are so different from those in Chinese tenement houses. The gas should be allowed to act for at least two hours, if they were to do one room at a time, but it would be better for six hours to enable it to penetrate to every material part. He did not think it possible for men to enter any part of the house while it was being disinfected, unless they had divers' helmets, on account of the dissemination of the gas from every crevice, as the latter were never water-tight, much less airtight. He considered the experiments of Professor Simpson furnished no evidence of the usefulness of the Clayton method as far as Chinese houses were concerned, though it was useful in the case of ships, but, as pointed out by Dr. Haldane, considerable difference in the issues might be expected on the question of disinfecting ships before or after the cargo was discharged; but seeing that rats can leave the ship with the cargo, it would be better to disinfect the loaded ship. He knew from personal experience that the effects of the disinfection on rats in an empty ship were extremely valuable, while Dr. Haldane had said that unless carried on with more than usual care the results were not so satisfactory in a loaded ship. Professor Simpson, in his report, had stated that the exact nature of the combinations in this gas had not been determined, but the fact remained that the Clayton Gas was capable of killing vermin and pathogenic bacteria when acting in sufficient strength of the gas, on goods, fittings, etc. It did not affect enamel paint, the surface being too hard to permit of penetration and consequent discolouration; it turned zinc-white yellow. Bedding etc., after fumigation, acquired an odour of sulphured hydrogen; soap is absolutely destroyed if exposed to the gas in moist condition. Whether a cargo of ordinary soap would similarly destroy, seeing that soap always contains a fair quantity of moisture, was a question that required serious consideration, or heavy damages might one day be claimed for a destroyed cargo. On the whole he was in favour of adopting the Clayton process for use in the harbour, as the weight of evidence was much in favour of its usefulness, but was not yet in favour of its sphere of usefulness being extended to Chinese houses in Hongkong.

INSPECTION OF FOOD.

A minute by the Colonial Veterinary Surgeon relative to the authority of the senior inspectors to visit all shops and houses, and cook rooms used for the storing or preparation for sale of all foods intended for human consumption, in which he requested that the authority be extended to the Inspector of Markets and the Inspector of Cattle Depots and Slaughter-houses.

DEPOSITING MANURE.

A letter from Government was read in which it was stated that His Excellency the Governor had approved of the site near the Bay in New Kowloon being used for the deposit of manure, from the animal depots at Kennedy Town.

Mr. Humphreys minuted: Why was this brought before the Board at all if the recommendation of the Board is to be ignored?

The Captain Superintendent of Police asked what Bay was referred to.

ESTIMATES FOR 1907.

The following further letter from Government, relative to the estimates for 1907, was read:

Colonial Secretary's Office,

20th July, 1906.

Sir,—I have the honour to acknowledge receipt of your letter No. 15, dated 12th inst., submitting resolutions adopted by the majority of the Sanitary Board. With regard to the first of these resolutions, I am directed to inform you that His Excellency is satisfied that the work done by the Sanitary Staff, under the Building Authority, is in connection with the sanitary condition of buildings, and is such as falls within the duties of Sanitary Inspectors in England. It has been suggested to His Excellency that section 230 of the Public Health and Buildings Ordinance, with which we had read section 21 of the Amending Ordinance of the same year, should be amended so as to authorize the Sanitary Board to deal directly, in respect of all buildings which are or have been applied for domestic purposes, with certain matters now dealt with by notice or letter from the Secretary, "prior to the Building Authority." This suggestion will receive consideration when the Ordinance comes to be amended. In the meantime His Excellency does not consider it would be convenient or advisable to split up the salaries of certain officers between the votes for two departments; an arrangement, moreover, which would effect no saving to the public. With regard to the second suggestion, His Excellency, after consultation with the Principal Civil Medical Officer and Registrar-General, has directed the insertion in the estimates of an item of \$2,000 as a "Grant-in-aid of Chinese Plague Hospital," the grant to be made on the condition that these hospitals are under similar Government supervision as the Tung Wa Hospital, and that the amount actually to be paid from it will not exceed the expenditure incurred on the hospitals.—I have, etc.

(Sd.) T. SERCOMBE SMITH,
Colonial Secretary.

[Enclosures.]

NEW PIER SITES.

7th inst.

An application was submitted by His Lordship Bishop Pozzani, for a grant of land on the north side of the harbour for a new Catholic cemetery, as in many of the villages there are Catholic Chinese, and also Portuguese, and their number is yearly increasing, and under present conditions funeral expenses are very great.

Mr. Shelton Hooper minuted: I certainly think

in view of the large and increasing population

of Kowloon that cemeteries should be provided for Protestants and Roman Catholics.

Hon. Mr. E. A. Hewitt minuted: As stated

on a former occasion I consider that a site

should be set aside for cemeteries for all non-

Chinese communities.

THE WATER SUPPLY.

The Government Analyst submitted a report

on samples of water taken from various wells

in the City and in Kowloon, all of which he

found of excellent quality.

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on samples of water taken from various wells

in the City and in Kowloon, all of which he

HONGKONG AND WHAMPoa DOCK CO.

HALF-YEARLY REPORT.

The report of the board of directors of the Hongkong and Whampoa Dock Company, Limited, to the ordinary half-yearly meeting of shareholders, to be held at the offices of the company, Queen's Buildings, Victoria, Hongkong, on the 20th inst., at 12 o'clock noon, is as follows:—

To the shareholders of the Hongkong and Whampoa Dock Company, Limited.
Gentlemen.—The directors have now to submit to you their report, with a statement of accounts for the half-year ended 30th June, 1906. The net profit for the six months, after paying interest due and all charges, amounts to \$603,256.44 to which has to be added the balance brought forward from last account 362,232.10

\$765,488.54
and from this have to be deducted—
Directors' fees \$10,000
Auditors' fees 750.00

10,750.00

Leaving available for appropriation \$754,738.54
The directors recommend that a dividend for the half-year of 12½% or \$3,000,000 be paid to the shareholders, that \$36,578.71 be written off the value of Kowloon Docks, \$1,712.45 from the Cosmopolitan Dock, \$24,360.00 from the Floating Plant, and the balance \$39,108.38 be carried to the new account.

During the past six months a steamer for the Yangtze River, 9 wooden lighters and 4 large steam launches have been completed and delivered.

The electric drive at the saw mill is not yet completed, owing to the delay in delivering the large twin cable. It has now arrived and is in place; we expect to make a start with this plant about the middle of August.

The 40-ton electric crab referred to in the last report has proved of great service in building the large boilers for the Yangtze river-steamer. With the old crane these boilers could not have been completed in time.

C. P. CHATER,
Chairman.

Hongkong, 4th August, 1906.

CAPITAL ACCOUNT.

Acts.

June 30, 1906.
Aberdeen.
To value of Aberdeen Docks, as per last statement \$100,000.00
Kowloon.

To value of Kowloon Docks, as per last statement \$360,934.71
To amount paid in connection with purchase of H. H. J. L. 66 2,750.02

To final payment account new drawing office 700.00
To amount paid on account of new electric installation 5,879.00

To final payment in connection with new accumulator 2,635.00

To final payment in connection with 8-ton locomotive crane 2,254.00

To cost of 12 motors and twin cables for saw mill 20,524.00

To cost of 3 motors, &c., for boiler shop 4,502.00

To cost of new machines for engine shop 400.00

2,436,578.71
Cosmopolitan.
To value of Cosmopolitan Dock, as per last statement \$301,712.45

To value of Tugs, Dredgers, Launches and Lighters 487,205.89
To sundry debtors 429,742.16

To value of material on hand 1,543,523.72

1,644,043.82

\$5,399,283.09
Liabilities.

June 30th, 1906.
By shareholders for 50,000 shares of \$5 each, fully paid up \$2,500,000.00
admiralty.

loan \$20,000.00
Less repayments 17,118.21

\$2,881,17.11 (6) 1/10 31,438.87

Marine Insurance account 57,500.00
sundry creditors 2,044,855.68

balance of profit brought forward from last account \$362,232.10
profit 403,256.44

765,488.54

\$5,399,283.09

REVENUE ACCOUNT.

30th June, 1906.

A few days ago we reported in these columns that a coat was set upon by a gang of men at West Point and seriously stabbed with knives. It was at first thought that the man would die from his injuries, but on examining his wounds, it was discovered that the wounded man had a miraculous escape from death, one of the cuts being a hair's breadth away from his spleen.

The police at West Point have been very active on the case, with the result that five persons were placed before Mr. H. H. J. Gomperts, this forenoon, charged with cutting and wounding a telephone fitter. The telephone man, who was only discharged from hospital this morning, is still feeble, and said that on Sunday night last he and a friend went to the Sun Lai Fat house, 8, Praha West, Shek-long-isu. There they met a gang of men (masons) who refused to allow the men to enter and a fight started. The telephone fitter was chased into the street and, punches were vigorously exchanged. Then the men drew knives and stabbed the fitter thrice on his body, and after he was rendered unconscious they fled. Both parties had different stories to relate, but the police were of opinion that it was simply a Triad Society affair. Further evidence was called for the prosecution, and his Worshipful Staff in the late war, everyone had been easily anticipating great achievements from him in his new capacity as Superintendent of the General Staff Office. We cannot but lament that he has been suffered to hold that position for only a few months, and the only consolation lies in the hope that it may be possible to find a suitable successor for the responsible office which his death has rendered vacant."

The following is the Asahi's comment:—"In recording the death of General Kodama, so shortly after the loss of the Russo-Japanese war, we feel as deep regret as we experienced announcing the decease of General Kawamura just after the war with Russia. General Kodama was indubitably a man of remarkable gifts. He never received any regular military education, and yet he was really the life and

spirit of the Japanese Army. Even critics little inclined to indulge in panegyric have united in recognising the greatness of his services. Indeed, looking at his career all round, we may say that Viscount Kodama was of even greater value to Japan than was Von Moltke to Germany. For the great qualities of the deceased General found scope in civil as well as military affairs. It was he, for instance, who made Formosa what it now is. At the Home and Education Departments, also, he gave signal manifestations of his great administrative powers. In fact, it may truthfully be said that public opinion regarded General Kodama and Admiral Yamamoto as the personages best qualified by all round ability for the position of Prime Ministers of Japan. A feature of the deceased Viscount's character which was especially worthy of note was his comparative indifference to promotion or reward."

THE DEAD SOLDIER'S CAREER.

Kodama Gentaro was born on February 18, 1852, at Yokomotocho, Tokuyama village, Tsuru district, in the province of Awa, and was the only son of Kodama Hankuro, a retainer of the Lord of Tokuyama. His father was in receipt of one hundred koku of rice annually, which would indicate that he held a fairly good position among the samurai of the clan. The child was at first known as Yurukawa (Tsuru), the name being afterwards changed to Ken and eventually to Gentaro. He appears to have been a very precocious child, growing to be quickly re-education the position in Japan's island dependency. From every point of view, military and administrative, his rule in Formosa was a remarkable success and placed the Empire under a deep obligation to the deceased General.

Only a portion of his time, however, was devoted to the affairs of Formosa. During part of the period in which he acted as Governor-General, he held, and with conspicuous success, the post of Minister of Education and Home Affairs. When Count Katsu's Cabinet was formed in 1901, Baron Kodama became Minister of the War Department while still retaining his position in Formosa. After a few months, however, he was succeeded by the present War Minister, Lieut.-General Teranishi, and was able to devote himself solely to the duties of the Governor-Generalship, but in 1903 he became Vice-Superintendent of the General Staff Office.

"THE BRAINS OF THE JAPANESE ARMY."

On the outbreak of the late war the Baron was appointed Chief of the Staff to Marquis Oyama, and his brilliant record in that capacity is too fresh in the minds of our readers to require recapitulation. It will suffice to say that in the estimation of foreigners and his fellow-countrymen alike he "approved himself the 'brains of the Japanese Army.'"

Mr. Sankanti said he would like to avail himself of the opportunity to say a few words as to the harbour accommodation.

The Committee, taking the progress of foreign traffic, as well as the harbour accommodation,

important enterprises of the post-war programme. Inasmuch as Yokohama and Kobe were the two most important trade ports in Japan, the improvement of the harbours should by no means be delayed, but in view of the enormous expenditure involved, the national finances did not permit the improvement of these important ports being effected within a short space of time. There existed many examples in foreign countries where local municipalities or private companies, instead of depending on the Government for its execution, and the Japanese Government was of opinion that these examples could be followed with advantage in order to ensure the speedy accomplishment of improvements in harbour accommodation. He therefore much appreciated the initiative taken by the Yokohama Municipality in prosecution of the work conjointly with the Government. Practical stability must be the first principle of harbour accommodation, but at the same time it was no less important that the harbour should possess a decent appearance, as it formed, so to speak, the gateway to the country. Any improvement scheme therefore demanded the most deliberate consideration to make it adequate to cope with present day advancement in the art of ship-building and steamship traffic. This consideration had actuated the formation of the Committee. It was therefore desirable that the Committee should fully investigate the best scheme, taking the progress of foreign traffic of the country and the actual state of cargo traffic, as well as the harbour accommodation of Japan and of foreign countries, into consideration. Mr. Sankanti said he would like to avail himself of the opportunity to say a few words as to the harbour accommodation.

In the past, the state of the development of the import and export trade, and the financial accounts after the completion of the improvement works now contemplated. Yokohama was originally a mere fishing village known under the name of Yokohama-mura. Since the port was first opened to foreign trade in 1859, the fore-shore had been reclaimed, and taking advantage of the topographical features of the locality, a town was gradually formed; but the accommodation necessary for a modern commercial port was conspicuous by its absence. When the U.S. Government refused the indemnity paid by Japan in connection with the Shimone-seki affair, the fund was appropriated for the construction of breakwaters and an iron-pier.

The pier was, however, only capable of providing berths for six steamships, and its inefficiency had long been felt. The lack of better accommodation caused delay in the handling of merchandise, and not only proved a serious inconvenience to the Customs business, but also a heavy loss to the shipping companies and consignees of cargo. It had proved a detriment to foreign trade, had laid additional burdens on consumers by enhancing the value of raw materials, and had thus caused a direct and indirect loss to the national exchequer.

Being conscious of this deplorable state of things, the Government formulated a plan in 1893 for the reclamation of the fore-shore and the provision of other accommodation. As the first step towards the execution of the work, the Government obtained the sanction of the Diet to appropriate the sum of Y2,310,000 towards the reclamation work on which was to be spread over a period of five years—from 1893 to 1903. In May 1899, the Extraordinary Customs Works Office was established for the execution of the contemplated work. As the work progressed the period originally fixed for completion was extended, and the work was completed in December last year. The Government now proposed to advance a step on the original scheme—to extend the area of the reclaimed land, and to provide further accommodation on land. This scheme was now laid before the Committee.

With reference to the progress of the foreign trade of Yokohama the total value of the imports and exports in 1893 stood at Y140,800,000, the aggregate burden of the vessels visiting the harbour being over 670,000 tons. Ten years later that is in 1903 this has increased to Y306,400,000 in the value of imports and exports, and 1,330,000 tons in the tonnage of vessels trading to the harbour. This shows an increase during the ten years at the rate of 117.5 per cent. in the volume of the trade and 98.7 per cent. in the tonnage of the vessels, the average rates of increase annually showing 9.4 per cent. in value and 11.5 in tonnage.

On Friday morning General Teranishi, Minister for War, on behalf of the relatives of the late General Kodama, waited on their Majesties at the Imperial Palace, and tendered thanks for the gifts which their Majesties had made to the bereaved family.

Mr. Tsuruhara, Director of General Affairs in the Residency-General in Korea, on behalf of the high officials in the Residency-General, has sent an address of condolence to the family of the late General.

The officials and people of Formosa decided to hold Buddhist services at Taipei in memory of General Kodama yesterday, the day of his funeral.

STABBLING AFFRAY AT WEST POINT.

MASON'S v. TELEPHONE MEN.

8th inst.

A few days ago we reported in these columns that a coat was set upon by a gang of men at West Point and seriously stabbed with knives.

It was at first thought that the man would die from his injuries, but on examining his wounds,

it was discovered that the wounded man had a

miraculous escape from death, one of the cuts

being a hair's breadth away from his spleen.

The police at West Point have been very active

on the case, with the result that five persons

were placed before Mr. H. H. J. Gomperts, this

forenoon, charged with cutting and wounding a

telephone fitter. The telephone man, who was

only discharged from hospital this morning,

is still feeble, and said that on Sunday night

last he and a friend went to the Sun Lai Fat

house, 8, Praha West, Shek-long-isu. There

they met a gang of men (masons) who refused

to allow the men to enter and a fight started.

The telephone fitter was chased into the street

and, punches were vigorously exchanged.

Then the men drew knives and stabbed the

fitter thrice on his body, and after he was

rendered unconscious they fled. Both

parties had different stories to relate, but the

police were of opinion that it was simply a

Triad Society affair. Further evidence was

called for the prosecution, and his Worshipful

Staff in the late war, everyone had been easily

anticipating great achievements from him in

his new capacity as Superintendent of the

General Staff Office. We cannot but lament

that he has been suffered to hold that position

for only a few months, and the only consolation

lies in the hope that it may be possible to find

a suitable successor for the responsible office

which his death has rendered vacant."

The following is the Asahi's comment:—"In

recording the death of General Kodama, so

shortly after the loss of the Russo-Japanese

war, we feel as deep regret as we experienced

announcing the decease of General Kawamura

just after the war with Russia. General

Kodama was indubitably a man of remarkable

gifts. He never received any regular military

education, and yet he was really the life and

spirit of the Japanese Army. Even critics little

inclined to indulge in panegyric have united

in recognising the greatness of his services.

Indeed, looking at his career all round, we

may say that Viscount Kodama was of even

greater value to Japan than was Von Moltke to

Germany. For the great qualities of the

deceased General found scope in civil as well

as military affairs. It was he, for instance,

who made Formosa what it now is. At the

Home and Education Departments, also, he

gave signal manifestations of his great adminis-

trative powers. In fact, it may truthfully be

said that public opinion regarded General Kodama and

MALAY CREW REFUSE DUTY.

PAYMENT OF COURT INTERPRETER.

8th inst.

The absence of an interpreter in the case in which fourteen Malay seamen, part of the crew of the steamer *Virginia*, were charged this morning, at the Police Court, with refusing to obey the lawful commands of the captain, was the means of delaying the proceedings for several hours. Formerly the Malay interpreting of the Court was voluntarily done by Mr. Chan Cheung, an opium fester, employed by the Opium Farmer, whose duties called him to the Magistracy, and although his services were requisitioned this morning, when the case was called on Mr. Chan Cheung was not in Court. Mr. Gompertz dispatched the usher to look for the fester and later Justice Langley came into the Court and made a "startling" statement. It was to the effect that Mr. Chan Cheung had left word saying that during the past he interpreted for the Court and when he went to the ship to get remunerated, payment was refused. He did not intend to say more interpretation for the Court. His Worship wanted to know why he was not told before that Mr. Cheung had been refused payment, although it was common talk among the subordinates at the Magistracy. The blame cannot, however, be thrown on the shoulders of the sheriff, since it was against the rules to pay an interpreter, when his engagement was not mentioned in the depositions. After a while telephone message was dispatched to the Commissariat Department asking for the loan of an interpreter. When the interpreter arrived it was past the noon hour.

The Captain of the *Virginia* said that defendants were seamen on board his vessel. They signed on at Singapore on 28th July, 1905, for two years. Yesterday the men went to him to be paid off, but he refused. They left the vessel and went to the Shipping Master, who sent them back on board, after explaining to the men that the contract had not expired. The men returned to the vessel and when told to "turn to" they refused, saying they were tired.

After further evidence had been taken, several of the defendants said they were ill and therefore could not work. His Worship adjourned the case until Friday next to allow a doctor to see the men. Bail \$25 each.

THE BOYCOTT HERO.

ANNIV ERSARY CELEBRATIONS AT CANTON.

[From Our Own Correspondent]

Canton, 6th August.

The 3rd inst., being the anniversary of the death of Fung Ha Wai, the boycott hero, thousands of people, men and women, belonging to the various schools, colleges and societies, assembled at the Hoai Tong Monastery, for the purpose of commemorating the anniversary of the death of the martyr to the boycott movement. At the same time a petition, which was drawn up praying the Viceroy to release Messrs. Ma, Pun, and Ha, who were members of the Boycott Association, was handed round the assembly for signatures. These three gentlemen were taken prisoners last year for the alleged instigation of the people to continue the boycott. Thousands of signatures were subscribed to the petition, which will be presented to the Viceroy.

MR. JACOB SASSOON.**A NOTABLE PHILANTHROPIST.**

Stimulated by the highest appreciation of the public benefactions of Mr. Jacob Sassoan, the founder of the firm of Messrs. E. D. Sassoan & Co. of Hongkong and China, more recently in connection with the new European General Hospital, the Foundation Stone of which was laid by Lord Lansdowne on the 16th ult., the Jewish community in Poona demonstrated their good-will towards this great and good man by presenting him with an Address and a very handsome Casket. The function took place at Ashley House, the residence of Mr. Jacob Sassoan, and it was one which marked a distinct epoch in the history of Jewish progression in the ancient Maratha Capital. About fifty of Mr. Jacob Sassoan's admirers assembled at Ashley House at half-past two in the afternoon, and, as a deputation, they were welcomed by Mr. Ahezon, Mr. Sassoan's general Secretary, who speedily completed arrangements for the presentation. Mr. Sassoan, devoid of the gill and starch of eminence, was at once upon the scene in the verandah of Ashley House, attended by his Secretary and accompanied by the ladies of his family. Then Captain Sampson, an officer of the Indian Subordinate Medical Service, advanced before Mr. Sassoan and read the following Address:

To Jacob E. Sassoan, Esq., Poona.

Most Respected and Honoured Sir,—May it please you, Sir, to accept this humble tribute of heartfelt gratitude and appreciation from the members of the Jewish community in Poona on the happy and memorable occasion of the laying of the Foundation Stone of the New Jacob Sassoan European Hospital in Poona. It is a matter of rare honour and just pride to the entire Jewish community that the name of your august family has been associated with so many philanthropic and educational institutions in Bombay and Poona. It was with feelings of unfeigned gratitude that we now recall to our mind that on the occasion of, and to commemorate in a practically highly useful manner the visit of their Royal Highnesses the Prince and Princess of Wales to this great dependency, that you announced your intention of making a princely gift of two lakhs of rupees towards carrying out the plan—that you, true to the traditional instincts of your noble house—had conceived the idea of applying the greatly felt need of a European General Hospital at this Station in close vicinity of the present Sassoan Hospital, which stands out as a noble monument to the world-wide fame of your munificent grandfather, the late David Sassoan. These buildings, along with others of a similar character, will always recall to the minds of the present and the future generation your untiring efforts for the mitigation of suffering of humanity, and will forever serve to spread among the citizens of Poona and elsewhere a greater regard for those noble ideals of philanthropic progress which your august house has already done so much to foster. The members of the Jewish community in Poona cannot forego this opportunity of expressing their deep sense of anxiety at the prolonged illness of Mr. Sassoan, your noble, devoted wife, who so appropriately helps you in carrying out and furthering your charitable views. They earnestly hope and pray that she may soon recover and be restored to her usual state of health, so that she may be able again to take her legitimate place of honour and distinction in all your public activities. In conclusion, Sir, we earnestly pray to the all-wise Providence that He may spare you and Mrs. Sassoan long to be the much honoured leaders of the Jewish community in this country, and that He may ever bless you both with health and prosperity to enable you to continue to work with unabated zeal for the religious, industrial, philanthropic and educational progress of the Jewish community in this country. We beg to remain, Sir,

Your loyal and devoted co-religionists of Poona.

AN IMPERTINENT FITTER.**EFFECT OF INTERPRETATION.**

9th inst.

Hang Un, a fitter, employed by Messrs. Correll and Company, electricians, 87, Praya East, was the means of causing some disturbance in the workshop yesterday, and, according to Mr. W. H. Manners, an electrician of the firm, the fitter was doing his best to get the other men to go on strike. There is a rule in the workshop to the effect that all fitters go to the lavatory must first obtain permission from the electrician on duty. Yesterday, before the engines could be started, the fitter disobeyed the rules of the shop, and went to the lavatory, where he remained for nearly half an hour, delaying the work in the shop. When the fitter came back he was reprimanded by Mr. Manners. The fitter got abusive, refused to return to work, nor would he leave the premises. He demanded his wages, and on being refused, used insulting language and attempted to get the others to throw down their tools. The conversation which occurred between the electrician and the fitter was carried on through an interpreter, but it later became known that things of any importance were carefully kept back by the wily interpreter. When asked why he did that the interpreter said: "How can I speak to the men like that when it isn't *sokt* myself?" The fitter was then given to sold them, and he did not know how much they got for them. He had accounts to show his liabilities at the end of last year, because the books were transferred to the new books before the *sokt* sold the old ones. He then owed over \$10,000. He did not know how much his assets were, but he could tell by referring to his books.

Mr. Wakeman: Did you owe more money than was owed to you?

Witness: Our shop was heavily indebted.

Mr. Wakeman: Insolvent?

Witness: Yes.

Mr. Wakeman: Is that why you destroyed your books?

Witness: No; the *sokt* thought they were no use, so sold them as I told you.

Mr. Wakeman: How do you account for your bankruptcy?

Witness: Two of my creditors brought actions against me, so I thought it fair to throw the whole matter into bankruptcy, so that all creditors might get an equal dividend.

Mr. Wakeman: What was the cause of your bankruptcy?

Witness: Business losses in flour transactions. We sent goods to Australia to the extent of \$8,000—that was a good debt.

Mr. Wakeman: Is it your statement that you have a large number of debts which you say you cannot trace?

Witness: The debtors have gone to California, and I don't know their addresses.

Mr. Wakeman: They are bad debts, then?

Witness: Yes, because I don't know where they are. After I filed my petition my creditors advised me to withdraw it, as they said we were good friends, and it was a debt in business only.

Mr. Wakeman: They all advised you?

Witness: Yes.

Mr. Wakeman: What are all the local creditors?

Witness: I mean all the local creditors.

Mr. Wakeman: What dividend did you expect to make them on the withdrawal?

Witness: I do not know, because I had not considered it.

Li Wing Yung, the second partner in the bankrupt firm, then testified along the lines of the last witness.

The examination was here adjourned.

INDIGO TRADER'S BANKRUPTCY.

Wong Yik, examined by Mr. Wakeman, said he was a travelling trader, and had a house at No. 321 Queen's Road, Central. His trade, taking with him a pair of Government handcuffs. The Indian reported the matter to his superior officers and he was given time to re-capture the man and, failing, he was therefore charged.

THE MACAO-CANTON RAILWAY.

The *S. C. D. Journal* (Shanghai) published the following report on 2nd inst. It will be recalled that the *Hongkong Telegraph* was in the position to give an official denial to the Chinese *caonan*.—The agreement for the construction of the Macao-Canton railway, to be capitalised by Chinese and Portuguese merchants equally, was signed three years ago, but nothing has been done owing to the unsuccessful efforts of the Portuguese to raise their share of the required capital. Recently, in reply to inquiries from the Chinese Government, the Governor of Macao stated that the Portuguese, who had gone home to raise the necessary capital, had cabled to the effect that all the shares have been subscribed and that they will return to Macao some time next autumn to make arrangements for the actual commencement of work next spring.

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BARON OKU AND THE GENERAL STAFF.

The appointment of General Baron Oku as Chief of the Army Staff in succession to the late General Viscount Kodama would in the ordinary course of events attract wide notice from the Press as the highest possible military appointment, but in the case of the new holder of the office a special feature of the appointment has invested it with more than usual interest, says the *Japan Chronicle*. While the promotion of Baron Oku is received by the Press with unfeigned satisfaction, a departure from long established custom has been made which, we should think, should be cause of still greater satisfaction as showing that political power had played no part in the new appointment and that it is more the result of the merit of Baron Oku as a soldier than political influence. The Press, however, expresses its surprise at the appointment, inasmuch as General Oku is not a strong classman either of the Satsuma or Choshu group, which groups, known politically as the Satcho, have always nominated men for high office in the Army in order to maintain their power in the Government. As might be expected the influence of the Satcho has grown in course of time to be nothing less than a political evil, and if in the new appointment can be detected signs that the influence of the Satcho is on the wane so much the better in the interest of honest politics!

The *Orts-Amt*, referring to the promotion of Baron Oku and expressing its satisfaction at the choice of the authorities, says that in the past the influence of the Satcho has grown to be a great evil, now generally recognized by the public. In former days the Satsuma and Choshu clans have striven against each other for supremacy and have come to have everything practically their own way with seemingly a proprietary interest in the Army. The result has been that officers of great ability, if not belonging to these clans, have witnessed the promotion over their heads of junior and otherwise inferior officers. It is notorious that men of quite mediocre ability have had quicker promotion and been given great offices because their promotion has been convenient to the "strong clans." The effect of clan influence has been that without the qualification of birth, i.e., membership of one of the two chief clans, the higher posts in the Army are difficult of attainment, even to those of the most exceptional abilities. When Marshal Oyama (Satsuma) resigned some months ago and General Kodama (Choshu) was appointed in his place the Choshu Clan was uppermost, as General Terauchi, Minister for War, is also Choshu and a nominee of Marshal Yamagata, head of the Choshu party.

Baron Oku belongs to the Kokura Clan, and we may assume that his appointment has been in direct opposition to the wishes of those of the Elder Statesmen of whom Marshal Yamagata is the typical head. The new Chief of the General Staff won distinction in the war of 1877, and commanded a division in the war of 1895, after which he was created Baron. General Oku's part in the late war is too well known to need retelling, and will remember the terrible struggle between his Corps and that of the Russians under General Bidering at Mukden, and also at Nanshan. This always seemed the most stubborn portion of the five days' fighting that ended in the hasty Russian retreat northwards. His achievements as commander of the Second Army in Manchuria should prove a stronger recommendation of Baron Oku for the post of Chief of the General Staff than any political influence, and Japanese papers, such as the *Azhi*, remembering these achievements, are justified in congratulating the nation on both the fitness of the man for the appointment and on its apparent freedom from all political wire-pulling.

THE STEAMSHIP COMPETITION ON THE BANGKOK LINE.

REPORT BY JAPANESE CONSULAR OFFICIAL.

The Japan Official Gazette of the 26th ult. published a report from Mr. Oga Kanekichi, a student interpreter at Swatow, concerning the steamship competition on the Bahigok service, the date of the report being the 29th of May. Mr. Oga's report is translated by the *Japan Mail* as follows:—"The Nippon Yusen Kaisha, having arranged to establish a service between Swatow, Hongkong and Bangkok, chartered the *Childer*, a steamer of 1,000 tons, and the *Prometheus* of 1,023 tons, for the purposes of a fortnightly line. On the 29th of May the *Childer* reached Swatow, and on the 29th she left for Bangkok. Messrs. Butterfield and Swire, the agents of the Norddeutscher Lloyd, started strenuous competition, and with the object of defeating the Yulen Kaisha's project at one blow, reduced the fare for a deck passenger (a labourer) from \$14, the old figure, to 50 cents, and the freight on goods by 95 per cent. By this means they got a number of passengers and a quantity of cargo. Their idea was to divert the whole of the goods and passengers from the Yulen Kaisha's ships, but the Chinese firm, Messrs. Ichi and Company, which manages the Yulen Kaisha's vessels, touching at Hongkong, will naturally assist the development of the trade between Japan and Siam, and their incursion into a realm hitherto monopolised by the German Lloyd will not only confer greatly increased facilities on the persons engaged in the labour emigration business and on those connected with trade, but also will be of considerable service to Japanese merchants in South China. The statistics of emigrant labourers from Swatow to Bangkok and of those returning during the last three years are as follows:—

For Bangkok. Returning. Total.

1903 34,518 57,173
1904 22,035 25,664 56,054
1905 23,000 16,392 39,881

Daily necessities for these labourers have also to be sent from Swatow and Hongkong, which means a great quantity of cargo added to the yearly average of 40,705 emigrants. It is, therefore, to be hoped that the Yulen Kaisha will not allow itself to be deterred by competition from developing this service."

JAPAN IN CORSA.

AN IMPORTANT DECREE.

An Imperial Decree containing regulations as to the Japanese Army in Korea was made public on 1st inst. The Decree provides that the Commander of the Japanese Army in Korea shall be either a General or a Lieutenant-General, and shall be directly under the control of the Emperor of Japan. He is to be held responsible for the defence of Korea. The Resident General may give the Commander instructions to employ his force, but the Commander may act independently in cases of urgency. The accounts relating to the military expenditure are to be submitted annually by the Commander to the Japanese Emperor, the Tokio War Department and the General Staff Office.

HEALTH OF BANGKOK.

Cases of typhoid fever appear to be on the increase in Bangkok. Of late, several cases have taken place locally, among the victims being two or three medical men, says the *Slam Free Press*. Typhoid and typhus fevers are dangerous foes to contend against and if once typhoid gets a firm hold on any locality in Bangkok, with its filthy drains, silted up waterways, etc., which affords a most congenial climate for the propagation of such disease, it may prove both laborious and expensive to wipe it out. In fact, Bangkok residents may attribute most of the ills which assail them to lack of sanitation and wholesome water. The Health Department is woefully short of hands just now. The Medical Officer of Health is on vacation; his successor, the acting medical officer, is recovering from a long and serious attack of typhoid, while the Department has to borrow another for the time being. We are told that Dr. H. D. N. Mackenzie is returning to Bangkok to join the staff of the department of the Medical Officer of Health, and that he left London for Slam on the 13th ult.

Some time ago this gentleman came to Bangkok, after having had a long term of experience in India, where he gained a thorough knowledge of plague and other pests peculiar to the Orient. He would have been, since, a valuable acquisition to the Health Department had he been employed then, but though he offered to remain at a moderate salary, he was informed that his services were not required; that the staff was already efficient and could get along admirably. Seeing no encouraging prospects, Dr. Mackenzie shook the dust from his shoes as a testimony against them and took boat for home; but, as the irony of fate would have it, we are told that he is now on his way out to Bangkok, in answer to a telegram on almost twice the salary for which he offered to remain when here before!

Of course it is well that we should have an adequate staff of experienced medical men in the Health Department. But "diagnosis" is not everything, and does not make up for in-sanitation and lack of wholesome water. The city must be drained, and the silted up klongs must be deepened so that there may be a free circulation of water to wash out the accumulated filth and decaying vegetable and animal matter which are the most potent agents in breeding and spreading all manner of disease. While we are looking forward to the realization of water and sanitary systems, let existing waterways be cleared out and deepened so that from stagnant beds, they may serve as a medium for carrying effluvia that give rise to typhoid, and other maladies among the inhabitants, out to the sea.

COMMERCIAL.

YARN MARKET.

In their report dated 10th instant, Messrs. Phirozah, B. Petit & Co. write:—"Since the issue of our last report dated the 27th ultimo, we had full news of the 27th. The revival so joyfully welcome from all quarters was only fleeting one. Shanghai especially has relapsed decidedly. Rates there are lower than in Hongkong, though clearances are better in the former than in the latter port, but taken for all in Hongkong is beyond doubt in a better mood and can even afford to receive back parcels from Shanghai which the market there cannot consume, the prices of which are far below. At first Hongkong market was steady to firm and rates had a tendency to rise, but another Chinese yarn merchant's failure spoiled all chances of it by throwing back on the market some 8,000 bales for re-sale. The quantity thrown back on the hands of the compradores of the foreign firms by the previous failure has not yet been quite cleared off. The present Hongkong rates may well be considered fairly satisfactory, and, if, in the next two or three months deliveries take place with some briskness, rates may go still higher, but, even if clearances do not respond as desired, prices may be maintained and the market will be strengthened as present indications go.

Instead of re-tilting the tunnel (at Sempan) through which the water flows is taken, we are removing the overburden and making it an open-cut. This is estimated to cost about the same as retilling the tunnel would do, and it has the advantage of being everlasting.

Preparations for a general stop had been in hand for some time to effect necessary repairs all round. This took place on the 13th and 14th inst., when at Sempan some alterations were made on the switchboard, the flume repaired, the settling pits and pipeline cleaned and examined and poles changed on the transmission line. At Koman launders were changed in the mill and electrical and other machinery overhauled. Koman shaft had the new sets of timber put in, and this work will be resumed at the first opportunity.

Reversing to our last remarks on trade prospects in Manchuria and on Japanese influence on trade in general, it would be interesting to note another feature of Japanese activity. Up to about a decade ago the commercial relations between India and Japan were very favourable to India. In 1895 Japan was dependent upon India. India supplied what Japan demanded and Japan consumed what India produced. First it was Indian piece-goods; next it was cotton yarn, and then it was cotton itself. But Japan embarked upon industrial enterprises and manufactured her own piece-goods, and wove her own cotton yarn, and raw cotton has remained the only commodity for which Japan continues to draw upon India, among other countries. But Korea came under Japanese protection and the Japanese have been planning the cultivation of cotton in Korea on an extensive scale and in due course of time Korea will be the formidable rival of India in the control of the Japanese, and for the matter of that, Chinese, especially Manchurian markets, for cotton.

No. 20.—A fair business is reported at last mail's price.

No. 16.—Selected threads moved at quotations.

No. 12.—At present are not in much favour, only the best finding buyers.

No. 10.—Cheap prices induced some business.

No. 8r. and 6s.—Steady at quotations.

Sales during the past fortnight:—50 bales of No. 6s.; 50 bales of No. 8s.; 3,575 bales of No. 10s.; 800 bales of No. 12s.; 735 bales of No. 16s.; and 2,500 bales of No. 20s.; in all about 7,700 bales.

Arrivals.—Steamers *Lachin* and *Swsing* (from Calcutta), *Cobri*, *Ceylon Maru* (from Bombay) of about 11,000 bales for this port and about 5,000 bales for Shanghai. Shipments:—To Shanghai and Northern Ports about 7,000 bales.

Uncleared Stock.—About 65,000 bales.

Cotton.—Sales are reported of about 450 bales at \$53 to \$56 per picul.

Local Yarn.—Sales, about 250 bales of No. 10s.; at \$124, and about 350 bales of No. 16s.; at \$134, and about 350 bales of No. 20s.; at \$137 to \$138 per picul.

Exchange:—We quote, to-day, as under:

India T. T. at Rs. 158 per cent.

Demand T. T. \$1.50 per cent.

London Demand \$1.70 per cent.

Shanghai Tls. 72c—\$1.50.

Silver 30c/10d. per oz.

THE RAUB AUSTRALIAN GOLD MINING CO., LTD.

MONTHLY REPORT.

The General Manager's Report for the month ending 14th July, 1906, runs as follows:—

The accompanying sheet of mine measurements and assay results of prospecting work shows a total of 324 ft. for the period (4 weeks) under review, made up of 61 ft. sinking, 111 ft. driving, and 152 ft. crosscutting, as against a total of 455 ft. for the previous month.

MINES BUKIT KOMA.

410 Level, Drive North.—This field has been advanced 6 ft., making a total of 181 ft. The lode has become very mixed, and assays, for 33 inch wide, 14 dwt. Driving was stopped early in the month to put off a crosscut west to explore the footwall portion; of this 13 ft. has been traversed, and at this point some quartz veins are showing.

440 Level, Drive South.—This has been extended 8 ft., bringing the total to 169 ft. The lode, 47 in. wide, averages by assay 34 dwt.

440 Level, Drive South.—No. 1 Winze.—This has been sunk 11 ft. making the total depth 31 ft. The lode has again opened out and is now 36 in. wide and worth 34 dwt.

The abundance of water has caused a temporary stop, and a pump is being got ready to deal with it, when sinking will be resumed.

340 Level, Drive South.—Here 8 ft. has been driven, bringing the total to 429 ft. On this date a bunch of quartz has been cut into, which has given a value of 44 dwt. per ton.

340 Level, Drive South.—Here 8 ft. has been driven, bringing the total to 429 ft. On this date a bunch of quartz has been cut into, which has given a value of 44 dwt. per ton.

340 Level, Drive South.—No. 1 Winze.—This has been sunk 30 ft., making a total depth of 63 ft. That portion of the lode in view averages 30 in. wide and is worth 44 dwt.

160 Level, Drive South.—This has been driven 22 ft., making a total of 166 ft. The lode averages 31 in. and is worth 14 dwt.

160 Level, Cross-cut East.—This has been extended 21 ft., making a total of 225 ft. from the shaft.

Stopes.—Above the 160 level (1) Lode 64 in. and worth 11 dwt. No stopping has been done above the 65 level during the month.

A good roomy station has been cut at the 160 level, and preparations are in hand to get cages working in the shaft, also to place a two-inch plunger pump at that level.

BUKIT MALACCA.

No. 2 Level—Drive South from No. 1 Winze.—Here 11 ft. has been driven, making a total of 19 ft. South of the winze. The lode, 54 in. wide, assays 12 dwt.

No. 2 Level, Drive South, No. 1 Winze.—This has been sunk 30 ft., making a total depth of 63 ft. That portion of the lode in view averages 30 in. wide and is worth 44 dwt.

160 Level, Drive South.—This has been driven 22 ft., making a total of 166 ft. The lode averages 31 in. and is worth 14 dwt.

160 Level, Cross-cut East.—This has been extended 21 ft., making a total of 225 ft. from the shaft.

Stopes.—Above the 160 level (1) Lode 64 in. and worth 11 dwt. No stopping has been done above the 65 level during the month.

A good roomy station has been cut at the 160 level, and preparations are in hand to get cages working in the shaft, also to place a two-inch plunger pump at that level.

GENERAL.

No. 2 Winze from Surface.—This has been sunk 6 ft., making a total of 53 ft., and now connects with the 60 ft. level. The lode for the 6 ft. sink has averaged 72 in. wide and is worth 11 dwt.

60' Level, Drive South.—This has been advanced 28 ft., making a total of 221 ft. The lode, 54 in. wide, assays 12 dwt.

60' Level, Drive South, No. 1 Winze.—This has been sunk 30 ft., making a total depth of 63 ft. That portion of the lode in view averages 30 in. wide and is worth 44 dwt.

160 Level, Drive South.—This has been driven 22 ft., making a total of 166 ft. The lode averages 31 in. and is worth 14 dwt.

160 Level, Cross-cut East.—This has been extended 21 ft., making a total of 225 ft. from the shaft.

Stopes.—Above the 160 level (1) Lode 64 in. and worth 11 dwt. No stopping has been done above the 65 level during the month.

A good roomy station has been cut at the 160 level, and preparations are in hand to get cages working in the shaft, also to place a two-inch plunger pump at that level.

GENERAL.

No. 2 Level—Drive South from No. 1 Winze.—Here 11 ft. has been driven, making a total of 19 ft. South of the winze. The lode, 52 in. wide, assays 22 dwt.

No. 2 Level, Drive North from No. 1 Winze.—This has been driven 10 ft., making a total of 35 ft. The lode, 31 in. wide, is worth 20 dwt.

Stopes.—From the stop below the No. 2 level 143 tons broken and raised from a lode 36 in. wide and worth 20 dwt.

GENERAL.

A DESPATCH was received at Manila on 4th inst. by Rear-Admiral Davison, at Cavite, saying that Rear-Admiral Charles J. Train had expired on the flagship, the *Otto*. The news was flashed over the phones to Manila and was a shock to many of his friends and acquaintances who heard the news. He seemed to be in perfect health when he left there but a short time ago, and appeared as young in his ways as any of his junior officers.

BUTKIT MALACCA.

No. 2 Level—Drive South from No. 1 Winze.—Here 11 ft. has been driven, making a total of 19 ft. South of the winze. The lode, 52 in. wide, assays 22 dwt.

No. 2 Level, Drive North from No. 1 Winze.—This has been driven 10 ft., making a total of 35 ft. The lode, 31 in. wide, is worth 20 dwt.

Stopes.—From the stop below the No. 2 level 143 tons broken and raised from a lode 36 in. wide and worth 20 dwt.

GENERAL.

The concrete buttress to the intake dam at Sempan has been completed.

Instead of re-tilting the tunnel (at Sempan) through which the water flows is taken, we are removing the overburden and making it an open-cut. This is estimated to cost about the same as retilling the tunnel would do, and it has the advantage of being everlasting.

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The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 6228

英二月六日二十三號

SATURDAY, AUGUST 11, 1906.

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H. E. R. HUNTER,
Acting Chief Manager,
Hongkong, 6th June, 1906. [21]

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For the HONGKONG AND SHANGHAI BANKING CORPORATION,
H. E. R. HUNTER,
Acting Chief Manager,
Hongkong, 30th May, 1906. [22]

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HUGO SUTER,

Manager.

Hongkong, 26th May, 1906. [23]

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L. ENGEL,
Agent.

Hongkong, 28th February, 1906. [24]

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LONDON, &c.	DELHI	25th August, Noon	See Special Advertisement.
	J. D. Andrews, R.N.R.	"	"

For Further Particulars, apply to

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Hongkong, 11th August, 1906. [27]

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Hongkong, 24th July, 1906. [28]

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" HEUNGSHAN,"

will depart from the COMPANY'S WHARF at 2 P.M. according to schedule.

Returning departure from Macao about 7 P.M.

Return Fare, 1st Class.....\$4.00

" returning on Sunday.....5.00

2nd Class, available to return on Sunday.....2.00

OTHER RATES AS USUAL.

SUNDAY, 12th August.

Time of departure from Hongkong 9.30 A.M. from DOUGLAS WHARF.

from Macao 3 P.M.

A second departure from Hongkong to Macao at 7 P.M.

CAFE WEISMANN will supply Luncheon and Refreshments.

MACHADO'S BAND will play Selections of Music.

Popular Excursion Rates as usual.

Children under 12 years Half-Price. NO CHITS will be accepted, and servants' passages must be paid for.

W. E. CLARKE,

Acting Secretary.

Hongkong, 12th July, 1906. [31]

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Note—During the summer months the time of leaving fluctuates to suit the tide at Macao. See special Summer Time-table.

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CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain T. Hamlin. This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

Joint Service of the H.K., G. and MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Wilcox. "NANNING," 569 " C. Butchart. One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunki, Minning, Kungkong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

Fares—Canton to Wuchow, Single \$15.00, Return \$25.00.

Canton to Tak Hing, Single \$12.50, Return \$21.00.

Canton to Samshui, Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., Hotel Mansions, (First Floor) opposite the Hongkong Hotel, Or of BUTTERFIELD & SWIBB, Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 6th August, 1906.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel. 11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

(Subject to Alteration).
R.M.S. Tons LEAVE HONGKONG ARRIVE VANCOUVER
"EMPEROR OF INDIA" 4,000 THURSDAY, August 31...September 17
"ATHENIAN" 3,882 WEDNESDAY, September 5...September 29
"EMPEROR OF JAPAN" 6,000 THURSDAY, September 27...October 15
"MONTEAGLE" 6,163 WEDNESDAY, October 3...October 27
"EMPEROR OF CHINA" 6,000 THURSDAY, October 25...November 12
"TARTAR" 4,425 WEDNESDAY, October 31...November 24
"EMPEROR" steamers will depart from Hongkong at 4 P.M.
Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KORE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register. Quebec being 2½ days, from YOKOHAMA, and 2½ days from HONGKONG.

Hongkong to London, 1st Class.....via St. Lawrence £60. via New York £62.

Hongkong to London, Intermediate on Steamer, and 1st Class on Railways £40. £42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passenger Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADOCK, Acting General Agent;
Corner Pedder Street and Praya.

Hongkong, 11th August, 1906.

HONGKONG-MACAO LINE.

STEAM TO CANTON.

S.S. "WING CHAI," Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on Week Days at 7.30 A.M., and on Sundays at 8.30 A.M. Departs from Macao on Week Days at 2.30 P.M., and on Sundays at 6 P.M. tide permitting.

Fares—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.

SUNDAYS ONLY.
1st Class—Single, \$1; with Cabin, \$2.
1st Class—Return, \$2; with Cabin, \$3.
3rd Class—Single, 40 cents; Return, 60 cents.

All Meals can be supplied on Board at \$1 each Meal.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG CO., Hongkong, 11th August, 1906.

SHIU ON S.S. CO., LTD., and YUEN ON S.S. CO., LTD., No. 8, Queen's Road West.

Hongkong, 3rd August, 1906.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG; PORTS IN THE LEVANTE, BLACK SEA AND BALTIQUE PORTS;

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.

SAILING DATES.

PRINZ REGENT LUITPOLD	WEDNESDAY, 15th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 29th August.
SACHSEN	WEDNESDAY, 12th September.
PRINZ HEINRICH	WEDNESDAY, 26th September.
GNEISENAU	WEDNESDAY, 10th October.
PRINZ LUDWIG	WEDNESDAY, 24th October.
PRINZESS ALICE	WEDNESDAY, 7th November.
PREUSSEN	WEDNESDAY, 21st November.

ON WEDNESDAY, the 15th day of August, 1906, at Noon, the Steamship PRINZ REGENT LUITPOLD, Captain H. Kirchner, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 13th August, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 14th August, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 14th August.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.00 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	\$61. o. o.	\$42. o. o.	\$22. o. o.
Return	91. o. o.	63. o. o.	33. o. o.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. o. o.	44. o. o.	24. o. o.
Return	97. o. o.	66. o. o.	36. o. o.

TO NEW YORK VIA SUEZ:

VIA NAPLES, GENOA or GIBRALTAR	61. o. o.	45. o. o.	26. o. o.
Return	115. o. o.	79. o. o.	47. o. o.
VIA BREMEN or SOUTHAMPTON	68. o. o.	46. o. o.	27. o. o.
Return	123. o. o.	83. o. o.	49. o. o.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

INTERRUPTION of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marsilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERRBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	TONE.	SAILING DATES.
WILLEHAD	4,763.	TUESDAY, 21st August.
PRINZ WALDEMAR	3,227.	TUESDAY, 18th September.
PRINZ SIGISMUND	3,302.	TUESDAY, 16th October.

ON TUESDAY, the 21st day of August, 1906, at Noon, the Steamship WILLEHAD, Capt. Oberauer, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

<

Intimation.

SPECIAL.**Powell's**

ALEXANDRA
BUILDINGS

Are now showing a
Splendid Variety
of
**FASHIONABLE
GOODS**
at moderate prices.

SUNSHADES
from \$2.75 each.

Smart and Durable.

**HOLLAND
and
DRILL
SKIRTS**

Well Cut,
Newest Shapes,
from \$5 each.

**MUSLIN
BLOUSES**

Smart, Dainty.
All Prices.

KID BELTS

White, Black, Reseda,
Navy, Myrtle, Magenta,
Sky, etc.
Latest Shapes,
from \$1.50 each.

LINEN BELTS

- will wash splendidly -
can be laundered like
a linen collar.
Adjustable Clasps—

SPECIAL PRICE
\$1 each.

POWELL'S
Alexandra Buildings.

Hongkong, 11th August 1906.

Intimations.

K. A. J. CHOTIRMALL & CO.,
8, D'AGUILAR STREET.

NEWLY OPENED SILK STORE.

**Indian, Chinese and
Japanese Silk Goods.**

Just Arrived.

SOCKS (Linen), LADIES' AND
GENTLEMEN'S.

GENTLEMEN'S SILK UMBRELLAS,
SILK KIMONOS, LADIES' BLouses
AND SHAWLS.

SANDALWOOD BOXES (INLAID),
HANDKERCHIEF BOXES, GLOVE
BOXES.

MONEY BOXES, &c.
LINEN HANDKERCHIEFS, JAVA
SERVINGS.

MANDARIN COATS, COTTON
SHIRTS.

SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.
Hongkong, 28th May, 1906.

THE HONGKONG, CANTON AND
MACAO STEAMSHIP COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTIETH ORDINARY-HALF-
YEARLY MEETING OF SHARE-
HOLDERS in the Company will be held at
the Office of the Company, Hotel Mansions,
on TUESDAY, the 14th August, at Noon, for
the purpose of receiving a Report of the
Directors together with a Statement of Accounts,
declaring a Dividend, confirming the appoint-
ment of a Director and electing Directors and
Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from the 1st to the 14th
August, both days inclusive.

By Order of the Board of Directors,
W. E. CLARKE,
Acting Secretary.
Hongkong, 16th July, 1906.

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

NOTICE is hereby given that the ORDIN-
ARY HALF-YEARLY MEETING of
the SHAREHOLDERS in this Corporation
will be held at the City Hall, Hongkong, on
SATURDAY, the 18th day of August next, at
Noon, for the purpose of receiving the Report
of the Court of Directors together with a
Statement of Accounts to 30th June, 1906.

By Order of the Court of Directors,
H. HUNTER,
Acting Chief Manager.
Hongkong, 30th July, 1906.

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

NOTICE is hereby given that the RE-
GISTERED SHARES of the Corpora-
tion will be CLOSED from SATURDAY, the
fourth to the eighteenth day of August next
(both days inclusive), during which period no
Transfer of Shares can be registered.

By Order of the Court of Directors,
H. HUNTER,
Acting Chief Manager,
Hongkong, 30th July, 1906.

HONGKONG AND WHAMPoa DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY
MEETING of SHAREHOLDERS will
be held in the Offices of the Company, Queen's
Buildings, Connaught Road, on MONDAY,
2nd August, at 12 o'clock Noontime, for the
purpose of receiving the Report of the Directors
and the Statement of Accounts to the 30th June,
1906.

The TRANSFER BOOKS of the Company
will be CLOSED from the 6th to the 20th
August, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.
Hongkong, 26th July, 1906.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

NOTICE.

In accordance with Article XVI Section 7
of the Articles of Association the General
Managers have this day declared an INTERIM
DIVIDEND for the half year ending 30th June,
1906, of FIVE-PENCE FIVE CENTS per Share,
payable to all Shareholders whose names were
on the register on that date.

DIVIDEND WARRANTS may be obtained
on application at the Office of the Company on
and after FRIDAY, the 3rd August.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 31st July, 1906.

COLD STORAGE.

THE HONGKONG ICE COMPANY,
LTD., have now 4000 Cubic feet of
COLD STORAGE available at EAST POINT.
Stores will be Open at 10 A.M. and 4 P.M.
daily, Sunday excepted, to receive and deliver
perishable goods.

WM. PARLANE,
Manager.

Hongkong, 22nd June, 1906.

Notice of Firm.

NOTICE.

MR. H. D. NORONHA having left our
employment, the public is hereby noti-
fied that we are not responsible for any order
given by him in our name.

NORONHA & CO.,
Hongkong, 7th August, 1906. [814]

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,

on

TUESDAY,
the 14th August, 1906, at 11 A.M., at
their Sales Rooms, No. 8, Des Voeux Road,
corner of Ice House Street,

A NUMBER OF
PHOTOGRAPHIC, PANORAMA and
ENLARGING, CAMERAS, KODAKS,
CHEMICALS, GLASS MEASURES,
STUDIO TENTS, DEVELOPING
DISHES, PRINTING FRAMES,
&c., &c., &c.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 10th August, 1906. [819]

IMPERISHABLE RICHES.

I dreamed one night an angel came
And stood beside my bed.
In ecstasy I listened while
The angel softly said—
"Strive not for golden wealth, alone,
But ever keep in mind,
The grandest wealth the world can know
Is love for all mankind!"

"Seek not to fill thy coffers while
Thy brother toils in vain—
Seek not to cast another down
That you may reap the gain.
A helping hand, or pleasant smile
Surpasses wealth untold,
And loving words are richer, far,
Than all earth's glittering gold!"

"Far, far above the vanity of life
Thy soul should lead—
Beyond the sphere of selfishness—
Beyond the scope of greed."
The angel paused—then sweetly spoke
These treasured words to me—
"The measured wealth of every soul
Is love and sympathy!"

—A. O. WEILSH.

FRAUDULENT FOODS.

We have all heard (and probably, horrible
thought, tasted) fraudulent meat; but the ver-
satility of America in "doctoring" eatables
is not confined to meat; it extends and
comprehends groceries, as well. At the
Congress, Mr. Mann, who is fighting a
thorough good fight for the Pure Food Bill
now before that body, contended that a vast
and increasing amount of fraud was being
practiced in groceries. Black pepper is made of
cumin and dye; coffee is frequently choco-
late, dust and breadcrumbs; honey merely
glucose. Pepper adulteration is so remarkably
common that one firm sells the main
ingredient of adulteration, called "pepper
deteriorator," at 44 per ton, in five-ton
lots. This stuff mixed with coriander and a
certain dye, forms black pepper! The "deteriorator"
serves equally well for cinnamon, clover,
or allspice—only a difference in the
formula. One wonders whether the "deteriorator"
would not serve for boot-blacking! The
total imports of coffee, of the Mocha and Java
variety, last year, was only 13 million pounds,
but 250 millions of such "coffee" was sold in
America! One might exclaim "How art thou
deteriorated, coffee?" This is not all. There
are firms which offer ready-made formulae for
making whisky and gin. Decomposed eggs are
imported into America, preserved (save the
mark!) with boric acid. Amilye dries convert
green into red cherries. Machinery oil passes
for choice salad dressing. And so on and so on.
The Daily Telegraph's New York correspond-
ent, who reports the facts, adds: "After the
exposure of the canned goods trade and the
unrest excited by revelations such as Mr. Mann
has given, it is hardly wonderful that Americans
are raising the cry, 'Back to the simple life.'
As regards food and drink this tendency will
become increasingly manifest until confidence
has been restored by the legislative enactments
now prepared;"—unless, we might perhaps say,
legislative enactments are also capable of being
produced by some deteriorator process!—Ex-

—T. H. NEUKU, MOUNT KELLET, PEAK,
a 6-Room Bungalow, Tennis Court
and Garden.

Apply-by-letter-only to

HO TUNG,
"Idlewild,"
Seymour Road.

Hongkong, 31st July, 1906. [786]

TO LET.

NO. 2, OLD BAILEY,
Apply to—
ARRATOON V. APCAR & CO.,
45, Wyndham Street.

Hongkong, 8th August, 1906. [817]

TO LET.

GODOWN, No. 3, NEW PRAYA, Kennedy
Town.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 1st August, 1906. [791]

TO LET.

A HOUSE in KNUTSFORD TERRACE,
KOWLOON.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 31st July, 1906. [789]

TO LET.

GODOWN, No. 9, DUDDELL STREET.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 30th July, 1906. [781]

SHAMEEN, CANTON.

TO LET.

NO. 2, WEST END TERRACE.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 5th July, 1906. [703]

TO LET.

HAYTOR, THE PEAK,
Immediate Possession.

OFFICES in KING'S BUILDING and
YORK BUILDING.

GODOWNS on PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Con-
duit Road.

A HOUSE in RIFON TERRACE,
FLATS in MORETON TERRACE.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 1st June, 1906. [771]

TO LET.

NO. 1, ANTRIM VILLAS, Des Voeux Road,
KOWLOON.

(on the sea front).
A Five-roomed House with a Large Square Hall.

Apply to—
HUGHES & HOUGH,
8, Des Voeux Road Central.

Hongkong, 28th July, 1906. [777]

TO LET.

HOUSES in MORRISON HILL GAP ROAD,
4 Rooms with necessary Bathrooms and
Servants' Quarters. Cheap Rentals.

EUROPEAN FLATS in "WILD DEll"
BUILDINGS, NO. 147, Wan Chai Road. Each
suite contains Bathroom and Kitchen. Very
Low Rent.

GODOWN, No. 9, "WILD DEll" BUILD-
INGS.

Apply to—
PERCY SMITH & SETH,
Accountants and Auditors, &c.,
5, Queen's Road Central.

Hongkong, 24th July, 1906. [767]

TO LET.

TWO GODOWNS at East Point, close to
the Water, suitable for the storage of
any Cargo.

Floor Area 6,000 square feet each.

Apply to—
JARDINE, MATHESON & CO.
Hongkong, 20th January, 1906. [147]

HOTEL MANSIONS.

ROOMS TO LET on the 4th Floor, Un-
furnished, as Offices or Chambers.

Apply to—
THE SECRETARY,
Hongkong Hotel Co., Ltd.

Hongkong, 9th July, 1906. [714]

Intimations.

THE TRUTH ALWAYS.

"When you are in doubt tell the truth." It
was an experienced old diplomat who said this
to a beginner in the work. It may pass in some
things, but not in business. Fraud and decep-
tion are often profitable so long as concealed;
yet detection is certain sooner or later; then

Intimations.

**A. S. WATSON & CO.,
LIMITED.**

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

RAINIER BEER**SPARKLING
INVIGORATING
HEALTH-GIVING.**

During the Hot
Damp Weather when
Heavy Drinks are out
of the questions, one's
thoughts naturally
turn to "RAINIER."

25th October; subsequent sailings to be announced later. The time in transit between this and Yokohama is also being considerably reduced—the run, including stops at Shanghai, Nagasaki and Kobe, being accomplished in well under seven days. The schedule time from Hongkong to Vancouver is under 18 days; and the whole trip through to England will be accomplished in about 29 days. A special fast mail train will be waiting the arrival of the *Empress* boats at Vancouver by which mails and passengers will be carried to Quebec, there joining one of the fine new Atlantic *Empress* steamers (*Empress of Britain* and *Empress of Ireland*, 14,500 tons register) and from there across to Liverpool in something under seven days. The St. Lawrence River route has, apart from its natural beauties, the advantage of considerably lessening the actual ocean voyage, and already the new Atlantic *Empresses* have established a name for their excellent sturdiness and general sea-going qualities. On the outward voyage the first steamer to leave Vancouver, under the new fast service, will be the *Empress of China*, sailing thence on the 4th September—passenger and mails for her leaving left Liverpool by the *Empress of Ireland* on the 2nd August. The *Empress of China* is due at Yokohama on the 16th September and Hongkong on the 23rd September. This sailing will be followed by the *Empress of India* and *Empress of Japan* at intervals of 28 days, and subsequent departures will be announced in due course. The enterprise of the Canadian Pacific Railroad Company is worthy of congratulation, and what is more to the purpose, of every possible support and encouragement.

LOCAL AND GENERAL.

TENDERS are invited for the erection of a Mortuary at Kowloon.

THE French mail of the 10th July was delivered in London on the 10th inst.

THE next Criminal Sessions of the Supreme Court will be held on Saturday, the 18th inst., at 10 o'clock in the forenoon.

THE Japanese papers state that the authorities have now definitely decided to increase the minimum salary of police constables from 9s per month to 12s.

It is notified in the *Gazette* that, in pursuance of directions given by His Majesty the King, Sir Henry Spencer Berkeley, Kt., Attorney General, has been appointed one of His Majesty's Counsel for Hongkong.

INSPECTOR Dymond, formerly in charge of Mount Gough Police Station, the Peak, has been transferred to Abercrombie Station, whilst Inspector MacHardy, late of Aberdeen, is now in charge of the Station on the Peak.

His Majesty the King has been pleased to approve of the appointments of the Honourable Mr. E. A. Hewlett to be an unofficial member of the Executive Council of Hongkong and of the Honourable Mr. W. J. Gresson to be an unofficial member of the Legislative Council, vice Mr. C. W. Dickson resigned.

INSPECTOR Gourlay placed Lo Wing, a hawk-er, of Yuen Street, Wan Chai, before Mr. F. A. Hazeland, at the Police Court this morning, charged with selling *samsu* in his house without an appropriate license. The accused was arrested last night. Defendant entered a plea of not guilty, and his Worship allowed the police a remand.

HIS Honour Sir Francis Piggott, Chief Justice, has, by Commission signed by him, appointed Mr. J. H. Kemp, Deputy Registrar and Appraiser of the Supreme Court, to be a commissioner for taking acknowledgments by married women of the deeds to be executed by them, so long as he shall hold the said office of deputy registrar and appraiser.

INSPECTOR Warnock, of the Central Police Station, arraigned a German miner named Lutwitz-Holz, before Mr. H. S. J. Gomperz, at the Magistracy, this morning, on a charge of vagrancy. Defendant said he came to the Colony to get a job. He could get none, and so became destitute. An order was made that he be allowed to enter the House of Detention.

THE master of fishing junk 16,368H was charged before Mr. F. A. Hazeland, at the Magistracy, to-day, with failing to exhibit a bright light on board his boat while entering the port last night, and also with being in unlawful possession of a quantity of dynamite and detonators, without a permit. The defendant pleaded guilty to the charges, and was ordered to pay a fine of \$15.

A COOLIE was this morning fined \$10 by Mr. H. S. J. Gomperz, at the Police Court, for testing his bamboo pole on the head of a bay, at West Point, yesterday. The defendant was carrying vegetables along the road. The boy rushed up to his basket, stole some of the vegetables, and bolted. Defendant was alleged to have given chase and lay the lad out with his carrying pole, necessitating his removal to hospital.

A PROJECT is on foot in Bombay to start a New Exchange Bank with a capital of one crore of rupees. Twenty-five lacs have been already taken up, and, after half the capital has been subscribed for, the Bank will commence business. Fifty lacs will be the reserve fund. The Bank will be styled the "Union Bank of India" with branches all over the East, especially Hongkong and Shanghai. A preliminary meeting of the promoters was to be convened in Bombay soon after the mail left.

ALONG THE CHINA COAST.

SOME NOTES BY A TRAVELLER.

[Written for the "Hongkong Telegraph."]

INTRODUCTORY.

Let us announce at the outset that these notes are meant only as fragments; that they are in no wise intended to give more than a passing glimpse of some of the things seen, heard, and experienced by a not-over-observant traveller as he passes northward from Hongkong, endeavouring especially to reach some of the little-visited places lying between, or near, the major posts—though not altogether neglecting the latter.

It was at first thought to be possible to journey all the way from Hongkong to the first port reached by the regular coasting vessels, viz., Swatow, by a series of trips on native launches. The coast line between Hongkong and Swatow, while in general form suggesting the south-eastern quadrant of a circular circumference, resolves itself upon closer acquaintance into a series of seven indentations, the three more northern ones, Tungao, Rong and Haizhou bays being considerably smaller than the four southern or western ones, Mirs, Bias, Hong, Hai and Hei Che Chin bays. Hong, Hai is the largest (about thirty miles wide at its mouth, and extending some twelve miles inward); and contrary to the expectation given by its name, the smallest is "Hope" Bay (only eight miles wide at the mouth and extending inland but three miles). This lies due south from Swatow about eight or ten miles, and is, in fact, separated from the latter by what is really, by virtue of being crossed by two fair-sized creeks, not a part of the mainland but a large twin island, the outer promontory of which, shaped like a huge hammer-head, bears the "Good Hope Cape". Lighthouses, whose white gleams stream seaward some fifteen miles, and perhaps it is this beneficent factor which after all justifies the name from the marine's point of view.

Inland from most of these bays, at distances varying from two to twelve miles, we find several fair-sized settlements, as Buieung, Haifung, Tai Sami (or Swabue), Lufung, Liwei, Saeleng, and Chaoyang, four of them walled cities, and these with Swabue making five that are occupied by missionaries.

Besides these places just mentioned, and relatively speaking they are of little or no importance, the only other place which it seemed desirable to visit in our casual survey of the coast before reaching Swatow, was Breaker Point Light, the first lighthouse encountered above Hongkong.

But the plan to reach these places by a series of trips on native launches sounds better when spoken of, and looks easier when studied on the Admiralty chart, than it really proves to be when one actually attempts the initial stages with any desire for certainty in being able to go on without inordinate delay. Though if one had decades of time at his command and were willing and patient he might spend a goodly portion of it in carrying out such a plan of coastwise travel.

So far as it could be ascertained beforehand, the only likely place, omitting Mirs Bay as too near at hand, was Tai Sami or Swabue (spit end—or tail of the spit) to which there is a daily launch service from Hongkong—the run requiring eight hours and the start being made at 7 a.m. From Swabue there is the chance of getting a launch to Swatow about twice in ten days, though the service is far from regular.

We mention such detail in this case and shall do so for others also, because judging from the difficulty with which definite information has been secured—and that mostly by actual and sad experience, it seems desirable to present data which may be useful to other intending itinerants.

SWATOW.

Entering the outer harbour of Swatow in the early dawn, passing Double Island at least a couple of hours before the residents, who have come down there for a little respite over night, will arise, one passes through a narrow strait into a larger estuary. On the north side of the strait the ordinary waterfront of a Chinese coast city is seen, with its Customs landing, mission compounds, and modern godowns prominent in the foreground. The Customs fore-shore is a large open common, which, though unadorned, affords a veritable boon on a summer's evening to large numbers of natives who crowd there from the close city quarters to catch a refreshing sea breeze. Directly opposite on the south the attractive and comfortable residences of the foreign friends of China appear, built, or rather in some cases "perched," here and there along the rockiest shore-ridge one has yet encroached in China. These dark and brownish granite crags in some places assume most curious forms, many of the houses are half hidden by others and by the trees which relieve, to some extent, the rugged character of the hills, and as seen across the clear water dotted by many sailing sampans and a good baker's dozen of fair-sized merchant ships of various nations, riding quietly at anchor, or turning slowly in a huge circle, the whole picture gives an impression of beauty long remembered. While the southern shore is by far the more picturesque, and the northern flat and rather drear and sandy, yet the latter enjoys, during the summer months, a nearly continuous breeze which at about one or two in the afternoon generally stifles considerably, and bears the significant name of "the Swatow Doctor"—old residents declaring its efficiency, and, with a considerate truth no doubt, to be superior to a host of real and wise doctors.

Though now a place of perhaps 35,000 people, we understand that some forty years ago it was but a small fishing village and has reached its present importance solely as a result of foreign trade, or at least trade carried in foreign bottoms—and that now it ranks, among the first five ports of South China as a revenue producer for the C. I. M. C.

Having learned these facts, to our surprise as we approached Swatow, we still did not expect

to see thirteen good-sized freight vessels at anchor in the harbour; and all working. The disparity between this and the rather inadequate size of the town proper, naturally caused some wonder. But the riddle was soon solved—and no doubt the answer is already well-known to many of our readers—when one came to see the rich and heavily cultivated lowlands lying to the north and east copiously watered by the many branches of the River Han, and learned that about twenty-four miles to the north as the crow flies is the city of Chau Chu-fu (or Mandarin Ch'ao Chau) which is the railway centre, Swatow serving simply as its port. Accordingly a trip up the river is planned which proves of considerable interest and is readily accomplished.

THE RIVER HAN.

which begins among the hills of south-western Fukien, and flows with simple modesty almost due south toward the estuary, at the narrow entrance to which Swatow finds itself, is to be distinguished from the other river of the same name, a much more pretentious *kiung*, which rises in south-western Shensi and winds its way eastward, through that province, and then southward across Hupeh to form with the mighty Yangtze a junction which is marked by the triple alliance of Hangyang, Hankow and Wuchang. Though affording no comparison with this name sake, so far as mere magnitude is concerned, we venture to think that it presents some worthy charms which the camera and not the pen alone suffices to reveal.

Starting from Swatow at dawn on a typical July day—one sufficiently sun-bright to satisfy the most ardent lover of summer, and yet capped with drifting masses of white cumulus clouds which serve alternately as shields and reflectors—our sampan passes, thanks to sail as well as pole, through one of the many narrow creeks which decimate the delta, and after some eight miles enters the river proper near the village of Amput. Here the water broadens considerably and we glide along more swiftly, under increased wind and less frequent larking.

A few narrow islands now and again reduce the navigable width, but compensate for this inconvenience by the added scenic effects. A sharp turn in the river affords the curious sight of a boat just ahead, bearing due northward, on a slender silver stream, and not far to the west another, only the tails of which can be discerned, ploughing its way due south, apparently through an "unwatered sea" all gloriously golden with maturing rice, and yet both are journeying on the same stream and impelled by the same breeze. This effect, heightened by the clearly reflected image of the first boat, and the variable shadows cast by its turning sail, together with the choppy yellow waves which submerge the hull of the other, as the wind causes the ripened grain to toss its heavy head, makes altogether a picture well worthy of our attempted description.

Evidently this river is subject to large rises, for throughout a great part of its length the banks are marked by substantial stone and concrete dykes—the tops of which, at this harvest season, are gaily festooned with countless sheaves of rice yellowing under July sun. These dykes are frequently supplied with a peculiar sort of water-gate, giving entrance to small canals, leading away into the midst of the cultivated fields—but quickly closed at times of too high water by heavy timbers slid into place in granite grooves.

Some of the rocky bends of the river bank afford quiet pools in an otherwise rapid current, and about them one sees ducks, geese, cows, and even the youthful herdsmen, all enjoying the coolness of a submerged existence; while along the top of the dyke, not far away appear three dark figures silhouetted against the sky—a buffalo cow and two herdsmen, one a mere midget, the animal, by all odds, wearing more covering on its body than its keepers can boast of.

But perhaps the most characteristic thing encountered on the River Han is the peculiar sort of craft used by the Hakka river-men. We have not seen them anywhere else, and never saw them pictured. A high beak-shaped prow with flat sides and angular, not rounded, lips is the most striking feature. Down the steep sloping sides of this beak the plump crew treads as bending nearly three quarters over he pushes the boat ahead by the usual long bamboo braced against his shoulder. The second marked feature is the sail—no proper mainsail being used, but an upward spreading prong of bamboo poles around which at the lower half extends a stiff curved bamboo matting while between the upper and wider part of the prongs a cloth sail is belied into a portion of a truncated cone by the pressure of the wind, directly behind. We imagine that this rig is of small efficiency where tacking is necessary, but we can testify from experience that when sailing dead ahead of the wind this curious craft makes no mean headway.

As twilight fades the night becomes radiant with a nearly full moon, and while other less ambitious boatmen ride at anchor, our craft glides silently on, and the traveller lying flat on his back on the prow can star-gaze and muse to his heart's content—his meditations now and again being broken by strains from the lute of some boatman he is passing, which comes to his ear as a cross between the notes of a Scottish bag-pipe and the sounds encountered in the streets of Cairo, (with apologies to this former).

By midnight the objective "fu" is reached, and day-break is awaited before setting out to investigate what it affords.

A REMARKABLE CITY: CHAU-CHU-FU.

An early morning start gave us a chance to climb one of the highest hills on the east side of the river opposite the city without unnecessary fatigue, and as the mists lifted and the horizon broadened one saw that the city was centred in the midst of a striking amphitheatre of hills, a full three-quarters of a circle, the only apparent opening being toward the south which was the way we had entered in the night.

The second marked feature in the landscape is the peculiar old bridge across the Han which

at this point is perhaps half a mile wide *in toto*. This consists of twenty-two piers (originally twenty-four) which are large enough to bear on their tops on either side of the bridge's treadway fair-sized shops of different sorts—barbers, blacksmiths, carpenters, etc. These piers are joined by three huge slabs of pink granite, laid side by side, which by actual measurement are four feet thick, four feet wide and forty-five feet long, and in some cases longer. They were evidently put into position by being floated on boats at highest water of the year and then dropped into place as the river level sank. In some cases they have not sustained their own weight and now heavy timbers here and there do duty instead—and yet as a whole the bridge is quite well preserved for, doubtless, it is of considerable age.

There is a break in the bridge, however, near the western shore and this gap of some 150 feet is covered by eighteen chained boats and plankways. At the time of high flood tide these boats rise to the level of the bridge floor and the chains let go, wherein a reward of 200 cash is offered for each boat secured and returned. This takes place every year and interrupts the use of the bridge at the very time when it is most needed!

At the western end of the bridge crouches a huge metal (bronze) water-buffalo, and legend has it, that there was another at the other end, but when an extraordinary flood years ago carried away the two pieces now missing, the other buffalo jumped over and swam upstream never to return! At least the losers at the bridge-end, and there were many of them, so declared.

But aside from its being situated in the midst of a striking amphitheatre of hills and owing such a curious bridge, the shop-crowded pier of which mildly suggests London's famous span, Chau-Chu-fu itself, as a Chinese city, is one of the most remarkable we have seen.

Dirtiest streets and delapidated city walls are so usual, that when one encounters a well-kept wall and a wide and clean, and yet busy, main street his attention and even his admiration are justly aroused. Every effect has its cause, and we were naturally curious to learn the reason for this remarkable condition of things in a Chinese city. With regard to the wall, doubtless the necessity of adequately guarding the city against the annual floods has had a great deal to do with keeping the wall in such good repair, at least that portion along the river front; and as the various sections of the wall are maintained at the expense of the several districts of the city, and it is a matter of pride for each district to have its section of wall not inferior to any other, the consequence is a complete wall, well maintained throughout its whole extent.

So sudden and so voluminous floods of the river sometimes occur that it is necessary to make adequate provision for barring the city gates against the rising water, and we found the same sort of huge granite grooves in the walls just in front of the gates as we had previously noted in the dykes along the river bank, and heavy timbers were ready to hand to slide into position, and piles of earth as well as sacks filled with water were ready to form an effective dam, when put between the regular gate and this extra screen of timber arranged in front. The street outside the wall is sometimes flooded sufficiently to force the inhabitants to seek the second stories of their houses, and so to provide an easy way of egress. The wall bears openings opposite the various houses and planks can be laid from the windows to the wall, which at such times becomes one of the main thoroughfares of the city.

As already remarked Chau-Chu-fu can boast a clean and well-kept main street and one is also struck in passing along it to note the prosperous and progressive character of many of the shops. Some estimates of the population reach as high as 300,000 and while we cannot be sure of this, we should at least recall that throughout Kwangtung not more than six other places, outside Canton, are at all likely to be comparable in size and much less in importance. The chief industry of the place seems to be the manufacture of shoes of all the various native styles. The making of indigo and the dyeing of cloth are next-in importance, while pewter-ware and pewter foil to be used as idol money, and the grinding of gems also receive some attention. A particularly effective kind of fan with a long curved upper part made of split bamboo and covered with decorated paper, finds its sole place of manufacture here, and a very few pennies buy a fan which in Canton brings some thirty or forty cents.

Perhaps the modern spirit which is spreading over China is best attested by the change in the character of the better class of book-shops as seen in Chau-Chu-fu—from which most of the ancient and useless stuff has disappeared and really informing books on many subjects, as prepared in Japan or by the Commercial Press in Shanghai, are exposed for sale, together with the various other requisites of the modern student in China. In some cases athletic goods and sets of national history and mineralogical specimens filled the shop-windows.

We had pointed out to us a silk-shop which did a foreign export business direct on its own account, and a little further along we were astonished to see over the portal of a thriving silversmith's the following Latin inscription: "1904 Spoliata Iterum Extrahit." This, we were told, was a shop owned by converts of the French mission and having been sacked as a place of persecution by unsympathetic fellow-townsmen, had been reconstructed out of an indemnity received through the agency of the missionary's consul. In any case it was a well-kept and striking shop, and this Latin superscription but added to its unique character.

Throughout its length the main street was at quite frequent intervals spanned by notable and substantial granite arches bearing small figures in full relief on the upper cross beams.

The rising reform in municipal government was evidenced by the police in khaki uniforms, and a slight detour brought us to a large temple, the outer courts and side-buildings of which were being used as police headquarters—a significant indicator of passing super-

sition and rising law and order. Here on Sunday mornings a weekly drill of police is conducted. But of the three clocks prominent in the piazzas no two showed the same hour, and we received a timely warning that even amid the present show of progress all is not yet well-regulated and ordered as it will need to be before China can boast a really efficient government, though here and there one sees grounds for congratulation.

In the yard of this police station stood a garbage cart which each week (though this is not over-frequent) makes the round of the prominent thoroughfares drawn by a chain gang of convicts who are held to the task by a guard of police. Thus the clean condition of Chau-Chu-fu's main street is to be ascribed to an intelligent and capable Taotai, whose example ought well be followed by numerous municipal officials elsewhere in China.

Another detail brought us to the literary examination hall where formerly contests for the first degree were held. This also was clean and in better repair than any examination hall we have seen elsewhere, and it is so arranged that it could well serve as a place for large public meetings and need not suffer the destroying fate which has come upon the second degree hall in Canton and elsewhere.

Instead of the rows of separate stalls which characterize the second degree hall, there were long heavy granite desks and benches under one large roof. Each desk bore dividing lines showing that it was meant to accommodate four persons, and the total capacity was readily estimated at 1,300. An examination hall of this type it will, of course, not be used further—for schools in Chau-chu-fu have taken on a modern form and are well attended.

Chau-chu-fu harbours three missions

TELEGRAM.

"HONGKONG TELEGRAPH" SERVICE.

THE HUNGHTZES AGAIN.

ENCOUNTER WITH JAPANESE.

A STUBBORN FIGHT.

[From Our Own Correspondent.]

Shanghai, 11th August,

12.15 p.m.

On the 8th inst. mounted bandits [Hunghtzes] again attacked Pitsewo.

The Japanese police made a counter-attack on the raiders, whereupon a stubborn fight ensued.

Ultimately the bandits were repulsed leaving five dead, besides a large quantity of rifles and ammunition which they had to abandon in making good their retreat.

ACCIDENT IN SAMCHUN HARBOUR.

PASSENGERS SEVERELY SCALDED.

Passengers who embarked on board the steam launch *Hung On*, to make the journey to Samchun yesterday morning, had a very unpleasant experience before the trip was over.

The steam launch left this port early in the morning, carrying semi-fifty or sixty passengers, including Police-sergeant and Mrs. Gerard, who were returning to their station at Samchun, and arrived in Samchun harbour shortly after noon.

Immediately the *Hung On's* engines came to a standstill sampans flocked to the sides of the launch, to take passengers to the shore.

Half the passengers had boarded sampans, when suddenly there was a panic among them, for the engineer of the launch had turned off steam on to the sampans alongside.

Before the occupants of the sampans had time to escape several received a severe scalding, while the others, hearing the screams of those in agony, took to the sea. One coolie, who was nearest to the exhaust pipe, was very badly burnt on the chest; part of the skin being blown off by the steam, and his condition is very critical.

Sergeant Gerard, who was with his wife in another sampan, received some bad burns on his legs. Without waiting for anything serious to follow, the policeman seized his wife by the arm and together they jumped into the river. Gerard is a good swimmer, and succeeded in keeping his wife afloat, until they were later picked up by a junk.

Now the launch excitement ran high. Men, wild with terror, women and children, screaming with fright, all made attempts to get out of the way of the deadly steam, but in vain. The sampan people had jumped into the water or finding that escape was impossible, leaving the helpless passengers on the boats. These afterwards were forced to leap into the harbour, and soon the harbour of Samchun was one mass of "swimmers."

By this time those passengers who were fortunate enough to be still on board the launch and out of harm's way, had rushed to the head of the engine-room and acquainted the engineer with what had occurred, and steam was turned off; but the damage had already been done.

The exact number of passengers who were scalded is at present unknown, although it is certain that no deaths have so far resulted from the accident.

The coolie who was so severely scalded had to be brought back to Hongkong to go to hospital, and his condition, we are informed, is precarious.

The police here were informed of the occurrence, and when the *Hung On* arrived in port this morning, the engineer was taken in charge.

"The whole affair was an accident," said an officer, "but we are holding the engineer until evidence arrives from Samchun. Then we will decide whether he will be charged, or not."

SHIPPING AND MAILS

MAILS DUE.

German (*Sachsen*) 14th inst.
French (*Euphrate*) 14th inst.
Canadian (*Empress of India*) 14th inst.
German (*Prins Regent Luitpold*) 14th inst.
American (*China*) 15th inst.
Indian (*Lutjung*) 14th inst.
American (*Mongolia*) 18th inst.
German (*Prins Waldemar*) 27th inst.
Australian (*Changsha*) 1st prox.The s.s. *Tydeus* from Pacific left Shanghai on 9th inst., and is due here on 12th inst.The C. P. R. Co.'s s.s. *Empress of China* left Yokohama p.m., on 10th inst., for Victoria and Vancouver.The N. Y. K. *Bombay* Line s.s. *Rojan Maru* left Shanghai for this port on 10th inst., and is expected here on 13th inst.The I. C. S. N. Co.'s s.s. *Tamang* from Calcutta, and the Straits left Singapore for this port on 10th inst., at 5 p.m.The Java-China-Japan *Lijia* s.s. *Tjimahi* left Macassar for this port, on 9th inst., and may be expected here on 17th inst.The P. M. S. Co.'s s.s. *China* will sail from Manila on 13th inst., at noon, and will be due to arrive at this port on 15th inst., at noon.The Imperial German Mail s.s. *Prinz Regent Luitpold* left Shanghai via Foochow on 11th inst., at 3 a.m., and may be expected here on 14th inst., evening.The C. P. R. Co.'s s.s. *Empress of India* arrived at Shanghai at 4 a.m., on 11th inst., and leaves again at 3 p.m., same day, for Hongkong, where she is due to arrive at 10 a.m., on 12th inst.

TELEGRAMS.

ANOTHER PIRATICAL ATTACK.

BRITISH LAUNCH HELD-UP

CREW KILLED AND WOUNDED.

[From Our Own Correspondent.]

Wuchow, 11th August,

11.50 a.m.

The British steam-launch *Wing Fat* was pirated close to Wuchow last night.An encounter took place between the pirates and the crew of the *Wing Fat*.

The casualties are: one man killed and three others wounded.

After holding up the launch, the pirates ransacked it at pleasure, and succeeded in carrying off booty to the value of five hundred taels besides one chest of opium.

[From the text of the despatch it could not be gathered whether the casualties were among the marauders or the crew, presumably they were among the latter.—Ed., H.K.T.]

[Reuters.]

The Alaska Incident.

London, 9th August.

When the Japanese refused to surrender, the special American agent Lemke ordered the patrol to fire.

Lord Milner.

The Duke of Somerset has conveyed to Lord Milner an address of appreciation of his services in South Africa signed by 370,000 adult males.

Lord Milner, in replying, said that the personal annoyance did not affect him half as much as the trials and dangers to which South Africa had again been exposed.

Later.

The Standard Oil Co.

The Standard Oil Co. has been indicted in Chicago of illegally receiving rebates from the railroads.

The London Stock Exchange.

A notable feature yesterday on the Stock Exchange was the large purchases of gilt-edged stocks for investments on French and Russian accounts.

DEVELOPMENT OF SHAMEEN.

So many new houses are in course of construction, or have been already finished that the old Shameen is gaining quite a new appearance, says the *Canton Daily News*. On the Bund is the new building of Butterfield and Swire, somewhat farther on, the palace of the new German Consulate. On the Canton side is situated the new large Hong of Messrs. Reiss & Co., the fine Masonic Hall, which was inaugurated last Sunday, down the river on the Bund the new building of Mr. Danby, in which at present Mr. and Mrs. Zundel reside, the next building on the corner belonging to the East Asiatic Trading Co., has been enlarged by another story, etc. In course of construction are the Hong of Messrs. Arnhold, Karberg & Co., which will be a large fine compound too, the three new houses for the International Bank and other firms, the new house opposite Messrs. Watson & Company; some other new constructions are under consideration. In the French concession the new Customs buildings, of which the foundations have just been laid, will provide quarters for a good number of Customs officials, whose removal there will leave other residences free.

There should now be space in Shameen for enterprising merchants to establish branches, here-up to the present room has been very scarce and we have often heard that given for the reason why new firms do not open here. Canton with its two million inhabitants and its immense possibilities of trade could surely support more than the present number of firms who live by it. If trade at present is somewhat dull, such periods are always followed by more lively ones.

HORSES FOR MACAO.

By the s.s. *Heungshan* this afternoon there were shipped to Macao to the order of Baron Cadore, on behalf of the Portuguese Government, six China ponies and two Australian horses. Mr. G. W. Gegg, of Kennedy's Horse Repository, had charge of the animals which we understand, are for use by the Macao mounted police.

A STREET coolie went to a restaurant at West Point last evening for dinner. When his inner man had been satisfied he called for the bill. The bill was produced, and it was seen the price was ten cents and five cash. This dinner objected to pay the extra five cash, which the waiter said was for extra mustard and pepper used. Words were exchanged, and a quarrel started, and the waiter was alleged to have picked up a pot of boiling tea and poured it down the coolie's back, doing considerable injury to the coolie, who had to be taken to hospital. The police arrested the waiter.

COUNTERFEIT COINS.

HEAVY SENTENCE PASSED.

At the instance of Inspector Dymond, at the Police Court, this morning, a coolie named Luk Pu was charged with uttering seven counterfeit Mexican dollars, at Aberdeen, yesterday, and also with being in possession of seven counterfeit dollars.

The coolie said the coins were given him by a friend.

Evidence was heard to the effect that the accused went to three shops at Aberdeen yesterday and after chatting with the shopkeepers for a while asked to be given small coins for dollars. The shopkeepers fell to his trick, but when accused left the shops they discovered that they had been tendered lead dollars, and informed the police. Accused was arrested on the point of purchasing some cigarettes with a bad dollar.

His Worship sent defendant to gaol for six months, and to be exhibited in the stocks for six hours, the spurious coins to be destroyed.

Inspector Collett, at No. 7 Police Station, had a similar case. He placed a carpenter by name Chan Lam Sang before Mr. H. H. J. Compert, for being in possession of twenty-nine counterfeit twenty-cent pieces, and also trying to "palm" ten of the coins, yesterday.

The carpenter pleaded guilty to the charges, and his Worship fined him \$50, or six weeks' hard labour on the first charge, and to go to gaol for six weeks and to be put in the stocks for six hours, on the second charge.

NEW ENTERPRISE IN CHINA:

The following description of the Yuen Chong Flour Mill appears in the "Eastern Review":

The erection of a new flour mill in Shanghai for Mr. Yuen Chong has been completed and the building fitted throughout with the latest and most up-to-date machinery and plant. The mill is situated directly facing Soochow creek and occupies a prominent position at the corner of the North Soochow and Winchester Roads. The main building is five storeys in height and has a length of 63 feet, width 44 feet, and a total height of 68 feet, and a large erection at the south end of the mill containing the machinery and cleaning departments. Its length is 44 feet, width 28 feet, and height 72 feet, and at the top a huge water tank is situated for use in case of fire. In the basement is to be found the elevators, main line shafting and the elevators and spouts from the roller mills which are situated on the first floor. The second floor contains the purifiers and on the third floor are to be found the Reliance Sifters, also fan and dust collector for roll suction. On the fourth floor are located the centrifugal reels, scalper, dusters and flour dressers. The top storey contains the elevator heads, by means of which the wheat is carried direct from the warehouse on the surface and delivered at the receiving, separators on the fifth floor. First the wheat passes into the store rooms, then through the milling separators, cockle machine and scurries until perfectly clean and ready for the mill. The grinding is then commenced, the break rolls coming first into use and then the roller mills. The total capacity of the mill is estimated at about 1,800 50 lb bags a day of twenty-four hours. Messrs. Jarine, Matheson & Co. have supplied the entire equipment. The machinery for the flour milling was purchased of Allis Chalmers Co., of Chicago, while the purifiers are of English manufacture, the completed installation being one of the most modern, perfect and complete plants that it is possible to obtain and undoubtedly the best in China.

The same publication is also responsible for the following items of intelligence:—

A new arsenal is to be established at Tientsin by the Viceroy, and the representative of one of the largest German firms is there with a view to obtaining the contract for construction, which will amount to some three million Taels. An application made by Baron Shibusawa and eight other Japanese capitalists for a concession for the establishment of a company to utilize the waters of the rivers Tatong and Ham for the generation of electric power has been granted by the Korean Government. The term of the concession is twenty-four years, and the Government is to receive five per cent of the net profits.

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An application made by Baron Shibusawa and eight other Japanese capitalists for a concession for the establishment of a company to utilize the waters of the rivers Tatong and Ham for the generation of electric power has been granted by the Korean Government. The term of the concession is twenty-four years, and the Government is to receive five per cent of the net profits.

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Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAV. CO., LTD.
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"ANTENOR"	16th August.
GLASGOW and LIVERPOOL	"CYCLOPS"	23rd "
GLASGOW and LIVERPOOL	"BELLEROPHON"	30th "
GLASGOW and LIVERPOOL	"KINTUCK"	30th "
GLASGOW and LIVERPOOL	"TEENKAI"	6th September.
GLASGOW and LIVERPOOL	"MACHAON"	6th "
GLASGOW and LIVERPOOL	"MOYUNI"	13th "
GLASGOW and LIVERPOOL	"AGAMEMNON"	13th "
GLASGOW and LIVERPOOL	"CALchas"	20th "
GLASGOW and LIVERPOOL	"MENELAUS"	27th "
GLASGOW and LIVERPOOL	"NINGCHOW"	27th "

OUTWARD.

STEAMERS TO SAIL

GENOA, MARSEILLES & HULL	"ASTYANAX"	12th August.
LONDON, AMSTERDAM & ANTWERP	"ORESTES"	14th "
*LIVERPOOL DIRECT	"TYDEUS"	20th "
LONDON, AMSTERDAM & ANTWERP	"ACHILLE"	28th "
MARSEILLES, HAVRE, LIVERPOOL	"ALCINOUS"	30th "
LONDON, AMSTERDAM & ANTWERP	"DIOME"	1st September.
GENOA, MARSEILLES & L'POU	"PELEUS"	10th "
LONDON, AMSTERDAM & ANTWERP	"ANTENOR"	25th "
HAVRE, ROTTERDAM & L'POU	"CYCLOPS"	30th "

Taking Cargo for Liverpool on London Rates.

Via Bangkok.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

STEAMERS TO SAIL

VICTORIA, SEATTLE, TACOMA, and "BELLEROPHON"	1st September.
PACIFIC COAST PORTS, 2/4	12th August.

NAGASAKI, KOBE AND YOKOHAMA "NINGCHOW" 29th September.

WESTWARD.

STEAMERS TO SAIL

TACOMA, SEATTLE, VICTORIA and "TYDEUS"	12th August.
PACIFIC COAST STENTOR	8th September.

For Freight, apply to.

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 11th August, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS TO SAIL

WEI-HAI-WEI and TIENSIN	"HUICHOW"	13th August.
SHANGHAI	"SHAOHSING"	13th "
MANILA	"TEAN"	14th "
NINGPO, SHANGHAI & VLADIVOSTOCK	"PAOTING"	17th "

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

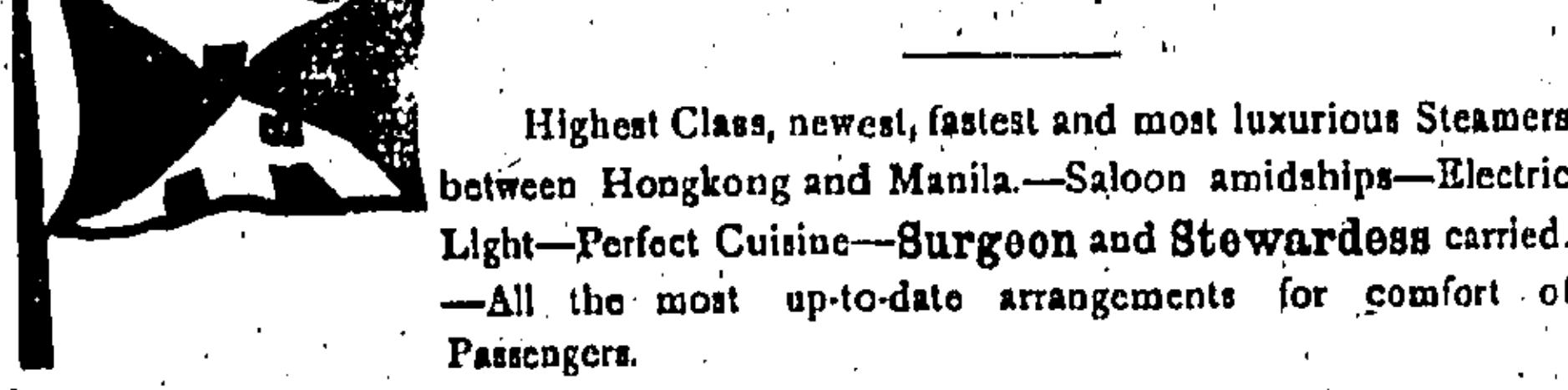
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 11th August, 1906.

HONKONG—MANILA.



Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. Almond	MANILA (DIRECT)	SATURDAY, 18th August, at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 25th August, at Noon.

For Freight or Passage, apply to

SHEWAN, TOME'S & CO.,

GENERAL MANAGERS.

Hongkong, 11th August, 1906.

HONGKONG—NEW YORK.



AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast.)

Steamship "JOHN HARDIE"..... About 20th August.

"SOUTH AMERICA"..... 10th October.

For Freight and further information, apply to

SHEWAN, TOME'S & CO.,

General Agents.

Hongkong, 9th August, 1906.

Dentistry.

Dr. M. H. CHAUN,

THE LATEST METHOD
of the

AMERICAN SYSTEM OF DENTISTRY,

57, Des Vaux Road Central.

From the University of Pennsylvania, U.S.A.

Hongkong, 22nd July, 1906.

70

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AQUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 10th July, 1906.

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Shipping—Steamers.

HAMBURG-AMERIKA LINIE
EAST ASIATIC SERVICE.

HOME-LINE.

OUTWARD.

DESTINATIONS.

SLAVONIA	SHANGHAI, YOKOHAMA AND KOBE	14th August.
SENEGAMBIA	SHANGHAI, YOKOHAMA AND KOBE	16th August.
SUEVIA	SHANGHAI, YOKOHAMA AND KOBE	5th September.
SEGOVIA	SHANGHAI, YOKOHAMA AND KOBE	13th September.

HOMeward.

TO SAIL.

SLAVONIA	SHANGHAI, YOKOHAMA AND KOBE	14th August.
SENEGAMBIA	SHANGHAI, YOKOHAMA AND KOBE	16th August.
SUEVIA	SHANGHAI, YOKOHAMA AND KOBE	5th September.
SEGOVIA	SHANGHAI, YOKOHAMA AND KOBE	13th September.

SPEZIA.

HAMBURG AND HAMBURG.

21st August.

Capt. Malchow	VIA SINGAPORE, PENANG AND COLOMBO	21st August.
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SILESIA.

HAMBURG AND HAMBURG.

4th September.

Capt. Bahle	VIA SINGAPORE, PENANG AND COLOMBO	4th September.
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HELVETIA.

HAMBURG.

6th September.

Capt. Neumann	VIA SINGAPORE, PENANG AND COLOMBO	6th September.
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SCANDIA.

HAMBURG AND HAMBURG.

18th September.

Capt. v. Döhren	VIA SINGAPORE, PENANG AND COLOMBO	18th September.
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SENEGAMBIA.

HAMBURG.

2nd October.

Capt. Peter	VIA SINGAPORE, PENANG AND COLOMBO	2nd October.
-------------	-----------------------------------	--------------

* This steamer, specially built for the tropics, has splendid accommodation for first class passengers. Very large, well ventilated cabins, each provided with two beds (no bunks), sofa, table, two wardrobes, two washstands, electric fans, etc., large elegantly furnished saloons,

Mails.

**MESSAGERIES
MARITIMES**
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, CALCUTTA,
BOMBAY, ADEN, DJIBOUTI,
EGYPT, MARSEILLES,
LONDON, HAVRE, BORDEAUX, MEDITER-
RANIAN AND BLACK SEA PORTS.

The S.S. "ERNEST SIMONS,"

Captain Bourdon, will be despatched for MAR-
SEILLES on TUESDAY, the 21st August,

at 1 P.M.

This Steamer connects at Colombo with the
Australian line s.s. *Ville de la Ciotat* bound for
Marseilles *via* Bombay and Aden.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. CALEDONIEN 4th September.

S.S. POLYNESIEN 18th September.

S.S. SALAZIE and October.

G. DE CHAMPEAUX,
Agent.

Hongkong, 8th August, 1906.



**THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.**

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON,
(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AFRICAN
and SOUTH AFRICAN PORTS.)

THE Steamship

"DELHI,"

Captain J. D. Andrews, R.N.R., carrying 11.
Majesty's Mails, will be despatched from this in
BOMBAY, on SATURDAY, the 25th August,
at Noon, taking Passengers and Cargo for the
above Ports in connection with the Company's
S.S. *Victoria*, 6,552 tons, from Colombo.
Passenger's accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuables, all Cargo for France
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will
be conveyed from Bombay by the R.M.S. *Egypt*,
due in London on the 7th October, 1906.

Parcels will be received at this Office until
1 P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent,
Hongkong, 11th August, 1906.

NORTHERN PACIFIC LINE.**BOSTON STEAMSHIP COMPANY:****BOSTON TOW-BOAT COMPANY.**

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,

VIA
MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing.

Tremont 9,606 T. W. Garlick. 22nd Aug.

Pleader 3,753 F. G. Purtington. 15th Sept.

Lyra 4,417 G. V. Williams. 29th Sept.

Shawmut 9,606 E. V. Roberts. 24th Oct.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont*
are fitted with very superior accommodation
for first- and second-class passengers. The
large size of these vessels ensures steadiness
in sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 3rd August, 1906.

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REGULAR STEAMSHIP SERVICE
TO NEW YORK,

VIA PORTS AND SUZU CANAL.
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship * About

"ATHOLL" 8th September.

For Freight and further information, apply

DODWELL & CO., LIMITED,
Agents.

Hongkong, 9th August, 1906.

AN APPEAL.

THE SUPERIORITY OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds of
needle work.

Gentlemen's shirts made to order, and cuffs
and collars renewed on old ones.

Ladies and Children's Under-clothing, Children's
Dresses, and all kinds of Embroidery, Materials
can be supplied, if required.

The Superiority will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.

Hongkong, 22nd April, 1897.

Intimations.

CUTLER, PALMER & CO.**WINE & SPIRIT MERCHANTS,**

OF
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

Per Case.

\$22.50

BRANDY * * *

20.00

16.75

WHISKY, PALL MALL

20.00

JOHN WALKER & SONS' OLD HIGHLAND

12.50

C. P. & CO'S SPECIAL BLEND

10.50

PORT WINE, INVALIDS

20.00

DOURO

13.75

SHERRY, AMOROSO

20.00

LA TORRE

16.00

BENEDICTINE, D.O.M.

40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

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ACHEE & CO.

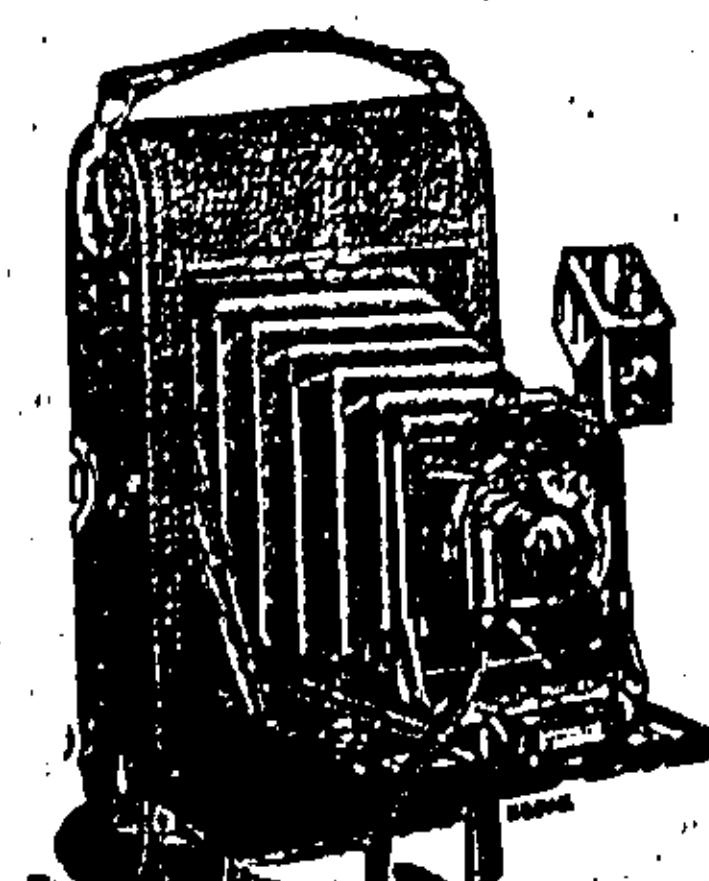
ESTABLISHED 1859.

FURNITURE,**DEPOT**

GENERAL HOUSEHOLD

REQUISITES.

&c., &c., &c.



FOR

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

Telephone 256.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1905.

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SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Connected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	96,000	\$125	\$125	\$1,000,000 \$50,000 \$25,000 \$12,735	\$1,690,777	\$1.15/- div. and \$1 bonus @ ex. 2/09/16 \$26.87 for 2nd half-year 1905	1%	\$850
National Bank of China, Limited	99,925	\$7	\$6	\$150,000	\$74,099	\$2 (London 3/6) for 1905	...	London £92
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$150	\$50	\$1,600,000 \$47,895	\$211,540	\$20 for 1904	6 %	\$335
North China Insurance Company, Limited	10,000	\$15	\$5	\$1,000,000 \$50,000	Tls. 302,053	Interim div. of 7/0 @ ex. 2/10 15/16 Tls. 2.62 on account 1905	6 %	Tls. 85 sellers
Union Insurance Office of Canton, Limited	10,000	\$250	\$100	\$40,000 \$31,131 \$15,314	12,702,271	Interim div. of 13/1 for 1905	41 %	180 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$229,483 \$2,616	\$508,334	\$12 and 1/3 special dividend for 1904	8 1/2 %	\$175 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$122,618	\$44,048	\$6 for 1st Q4	6 1/2 %	101 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 Nil	\$422,618	\$25 for 1904	7 1/2 %	\$320 buyers
SHIPPING.								
China and Manilla Steamship Company, Limited	30,000	\$25	\$24	\$6,000 \$264,638	\$6,563	\$14 for 1905	7 1/2 %	\$21 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$250,000 \$600,000	Nil	\$31 for year ended 30.6.1905	7 1/2 %	\$47
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$154,331 \$120,000	\$2,080,918	\$1 for 2nd half-year making \$2 for 1905	7 1/2 %	\$21 1/2 buyers
Indo-China Steam Navigation Company, Limited	60,000	\$10	\$10	\$280,918 \$3,999	10/- @ ex. 2/19/16-\$1.62	...	6 1/2 %	\$70 buyers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 20,000 \$400,000	Tls. 23,156	Final Tls. 3 making Tls. 5 for 1905	8 1/2 %	Tls. 60 sellers
Do. (Preference)	100,000	Tls. 50	Tls. 50	\$400,000	Tls. 207,815	Final Tls. 14 making Tls. 38 for 1905	6 1/2 %	Tls. 51 sellers
Shell Transport and Trading Company, Limited	3,000,000							